Latitude 38

VOLUME 182, AUGUST 1992

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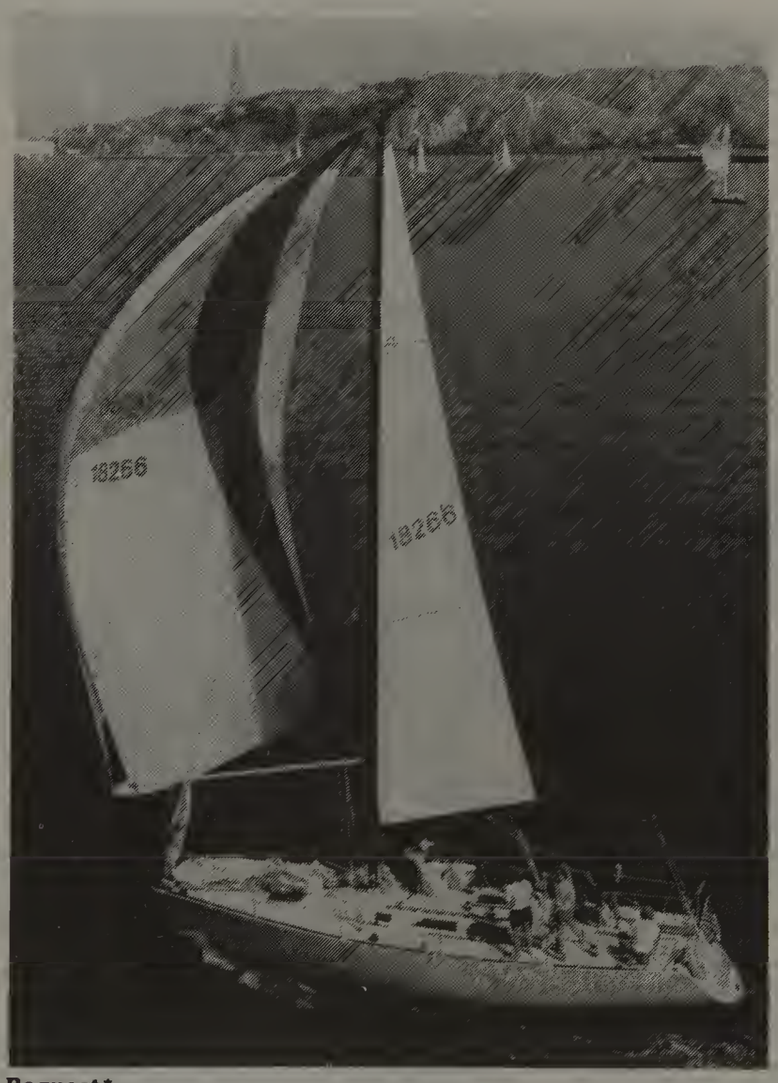
FREE HAULOUT WITH SIX MONTH BERTH LEASE

A Wind Win Situation

"Request," Glenn Isaacson's Express 37, won her class in this spring's Memorial Day SFBSA Regatta, finishing first in three of the five races.

The series was a windy one, challenging driver and crew and testing sails, upwind and down. Glenn drove the boat masterfully, the crew handled every difficulty brilliantly. The Kevlar class jib pointed the boat high and fast on the wind, the spinnaker afforded both speed and control off the wind.

Success is seldom simple. But its ingredients are often obvious. Put together a great team and give them the tools they need. Glenn, Kame, Carl, Joe, Lance, Michael, David, Brad, Joss, Patrick, Todd, Mike—and Pineapple Sails.



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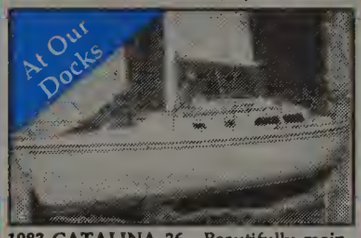
ON DISPLAY



FINNSAILER 38 Pilothouse. Lloyd's specs. Fully equipped bluewater cruiser. You will appreciate the quality, condition & design. $69,500.



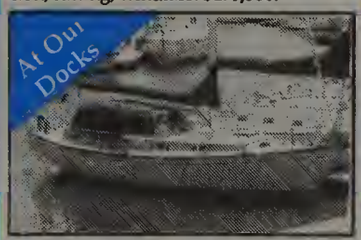
BENETEAU 375. 1985. Exceptionally clean performance cruiser. Traditional teak interior. Don't miss this one. $72,900.



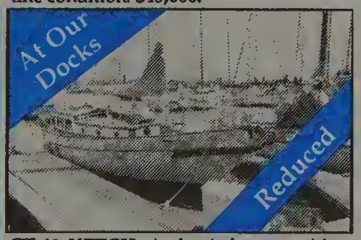
1983 CATALINA 36. Beautifully maintained by concerned owner. Harken II furling. Oversized winches. Autopilot, etc. $62,000.



1989 PASSPORT 41. Bob Perry's masterpiece of function and beauty. Mint condition, furling, windlass. $179,500.



CHRIS CRAFT 35 by S&S. Classic offshore cruiser. Completely restored in pristine condition. $45,000.



CT-41 KETCH. A classic beauty with a proven cruising history. Would also make a comfortable liveaboard. $59,900.

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38' FINNSAILER Motorsoiler, 1978 69,000
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41' MORGAN KETCH, 1979 69,900
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41' HINCKLEY, 1965 120,000
41' PASSPORT, 1989 179,500
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41' C&C, 1984 114,500
43' MASON 149,000
43' CHEOY LEE M/S, 1988 249,500
45' JEANNEAU, 1984, looded 145,000
47' RHODES M/S, 1971 125,000
49' HINCKLEY, 1973 285,000
51' PASSPORT, 1983, ctr cockpit .. 325,000

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CONTENTS

subscription	6
calendar	16
letters	30
loose lips	70
sightings	74
west marine pacific cup	90
solo transpac	102
computers aboard	108
tale of two coastal races	118
'good times' in the delta	124
alessio memorial race	130
tiny boat, giant cruise	134
world of charter	138
the racing sheet	146
changes in latitudes	158
classy classifieds	172
advertisers' index	182
brokerage	182

COVER PHOTO: *Latitude/JR*
First Out, First In - Dan Newland's Singlehanded Transpac Start

Graphic Design: Colleen

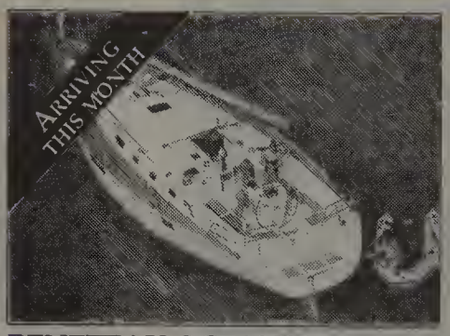
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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38*, P.O. Box 1678, Sausalito, CA 94966. For more specific information, request writers' guidelines from the above address.

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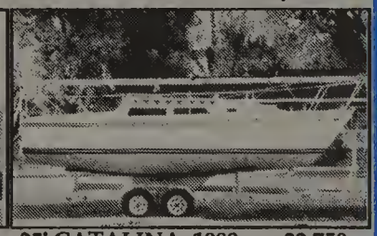
25' SEIDELMANN 9,500
Fun family daysailer/racer



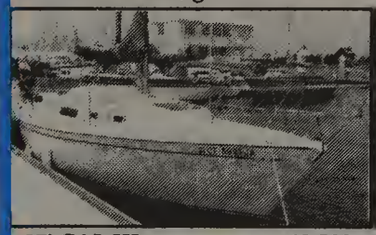
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25' CATALINA, 1989 22,750
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27' CAL III 19,500
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27'	ERICSON (2)	12,900
27'	CAL III	19,500
28'	CORONADO	Listing Pending
28'	P (Folkboat) "woodie"	7,800
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29'	ERICSON	19,950
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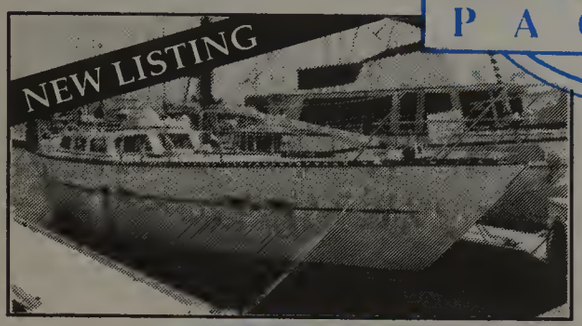
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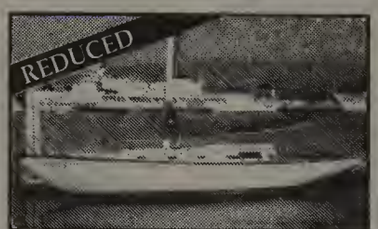
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20'	FLICKA	18,900	
27'	NOR'SEA	39,995	
27'	CAL III	19,500	
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40'	COLUMBIA	39,500	
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41'	SEA STAR	89,500	
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41'	ISLANDER FREEPORT	79,000	
41'	MORGAN OI	79,000	
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44'	CSY	87,500	
44'	S&S	62,000	
44'	SEA WOLF	108,000	
45'	CORONADO	69,500	
46'	CAL III	129,000	
47'	VALIANT	210,000	
47'	PH MOTORSAILER	119,000	
48'	CHEOY LEE	114,900	
48'	MAPLE LEAF	119,000	
50'	STEVENS PH	445,000	
50'	MARINER	249,000	
50'	KETTENBURG	75,000	
51'	PASSPORT	299,000	
55'	TAYANA	395,000	
57'	SWAN	445,000	

BOAT OF THE MONTH

30' CUSTOM KETCH

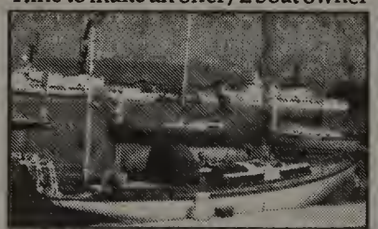
Locally home built hard chine ketch with a full keel. Impressive construction with considerable glass & resin over the wood. Hull integrity enhanced with full length stringers & many bulkheads. Ready for serious cruising at a reasonable price. Asking $39,500.



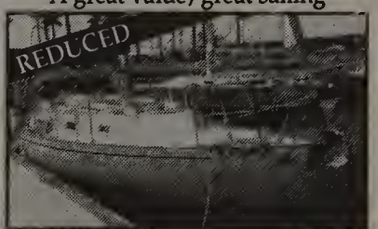
40' COLUMBIA $39,500
Time to make an offer / 2 boat owner



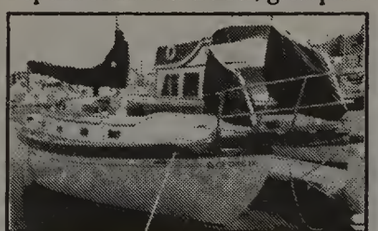
38' CATALINA $49,500
A great value / great sailing



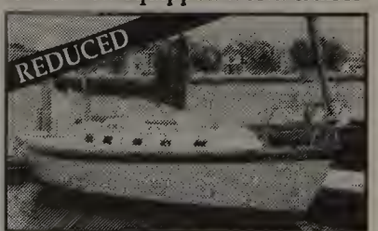
40' CHEOY LEE Offshore .. $59,000
Popular bluewater cruiser / great price



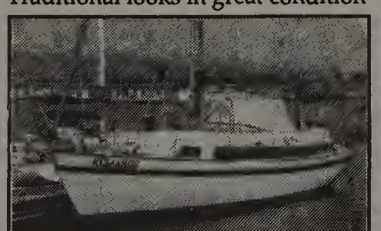
32' RUSTLER $29,500
Solid well-equipped world cruiser



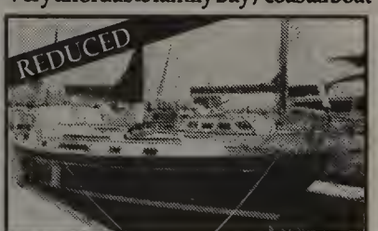
BABA 30 ..... $58,000
Traditional looks in great condition



32' ENDEAVOUR 28,900
Very affordable family Bay / coastal boat



46' CAL III $129,000
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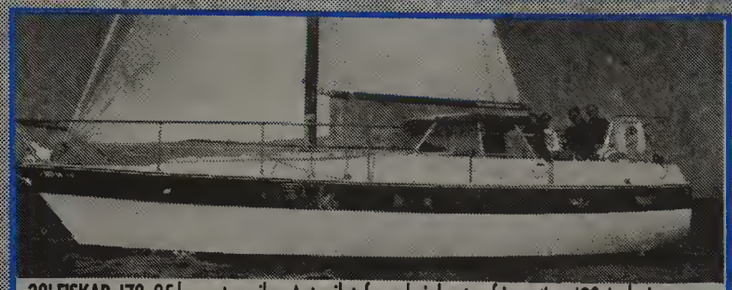
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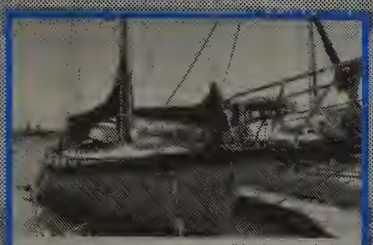
30' ISLANDER, '81. Very clean. Roller furling, refrig., wheel steering, H&C pressure water, Volvo dsl w/low hours. Asking $32,000.



38' FISKAR, '78. 85 hp motorsailer. Autopilot, forced air heat, refrigeration, '90 Awlgrip, epoxy bottom. Lloyd's approval. Asking $69,000.

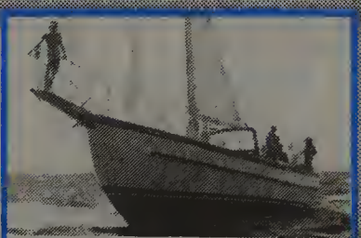


46' SEA STAR MOTORSAILER, '82 CUTTER. Autopilot, 2 staterooms, 2 heads w/showers, forced air heat, Brewer design. Asking $165,000.

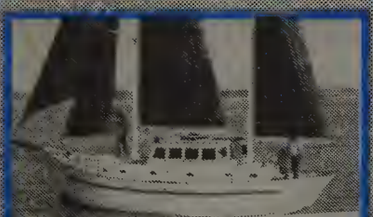


38' HANS CHRISTIAN 38T, '81. Full keel cutter, dodger, wind vane, Autopilot, 24 mi. radar, roller furling, SatNav. Proven passagemaker. Asking $99,500.

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55' RDBERTS STL KTCH, '80	150,000	34' HUNTER, '83	44,500	42' CHRIS CRAFT, '86	178,500
47' RHODES M.S., '71	119,000	34' WYLIE, '79	34,000	42' DWENS, '66	69,000
47' ABEKING, '25	80,000	33' HUNTER, '79	32,000	40' BELL	120,000
45' STARRATT, '81	99,000	33' SWALCOW SWIFT, '78	50,000	40' BLUEWATER, '78	77,000
43' COLUMBIA, '69	56,000	32' CDLUMBIA, '76	24,500	40' KA SHING, '81	120,000
43' C&C LANDFALL, '85	125,000	32' DOWNEAST, '76	32,000	40' CRUIS-A-HONE, '75	55,000
41' CORONADD, '72	54,000	32' VALIANT, '77	45,000	40' MONK, '42	35,000
41' FREEPORT, '76	89,500	30' BABA, '83	58,500	39' CHRIS (STINGER)	65,000
41' HARDIN. '73	65,000	30' CATALINA, '81	24,000	38' BAYLINER, '87	120,000
41' LORD NELSON, '82	139,000	30' CATALINA, '78	24,500	38' HUNTER, '59	24,500
41' MORGAN '73	70,000	30' CHANCE, '74	17,500	38' PACEMAKER, '70	39,000
41' RHDDES, '66	60,000	30' CHEDY LEE, '64	24,750	38' CHRIS CRAFT, '85	136,000
40' ISLANDER MS, '72	55,000	30' LANCER	24,950	38' HUNTER, '59	23,000
40' CHALLENGER, '74	89,500	30' PEARSON 303, '84	46,666	37' HERSHINE, '78	60,000
40' CHEOY LEE O.S., '71	64,500	30' YAMAHA, '79	25,000	36' EGG HARBOR, '78	INQUIRE
40' FRERS, '82	60,000	29' ELITE, '84	29,500	36' CHRIS CRAFT, '64	33,000
40' ISLNDR/PETERSDN, '84	69,000	29' ERICSON, '77	22,000	36' CHRIS CRAFT, '61	34,500
40' MARINE TRADER, MS, '82	85,000	28' NEWPORT, '77	12,000	36' JARVIS, '78	78,000
40' OCEAN M.S.,'82	84,000	28' PEARSON, '86	39,500	36' SEDAN TRAWLER, '82	65,000
40' RHODES, '39	22,000	28' PEARSON, '79	15,500	35' CHRIS CRAFT, '68	58,500
40' VALIANT, 1978	89,000	28' STONEHORSE, '77	15,000	34' HATTERAS, '64	23,000
38' CABD RICO, '81	93,900	27' LANCER, '84	19,600	34' CHRIS CRAFT, '57	16,000
38' MORGAN, '79	66,000	26' CDNTESSA, '74	10,000	34' MAINSHIP, '78	49,000
37' HUNTER LGND, '88	84,500	26' ERICSON, '85	24,750	34' SILVERTDN, '90	2 from 104,000
37' IRWIN, '79	79,000	26' ERICSON, '88	29,500	33' CHRIS CRAFT 336, '84	55,000
37' ISLANDER, '68	49,500	24' FLICKA, '78	18,900	32' GRAND BANKS, '86	105,000
37' MONK KETCH, '66	35,000	22' CAPE DDRY, '82	13,500	32' CARVER, '88	94,400
37' RANGER, '74	42,500	POWER		32' UNIFLITE, '79	57,500
37' TAYANA, 1978	73,000	49' ALBIN	145,000	32' WELLCRAFT, '87	68,000
36' ISLANDERS '73-'73	4 from 38,000	47' DELTA CLIPPER, '80	83,500	31' CRUIS-A-HDME, '77	34,000
36' J, '81	66,000	46' CHRIS CRAFT CONNIE, '63	85,000	30' VEGA, '74	33,500
36' PEARSON, '85	85,000	45' TA SHING, '82	145,000	29' WELLCRAFT, '80	32,500
35' SANTANA, '80	47,000	45' LANCER, '81	142,500	28' SEA RAY, '86	34,000
34' C&C, '79	39,000	43' PRESIDENT, '83	149,000	25' SKIPJACK, '80	20,000
		42' TA CHIAO, '77	84,500		



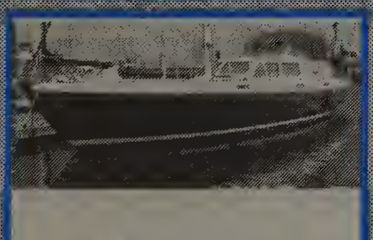
41' LORD NELSON, '82. Cutter, classic long distance cruiser, boat show condition, just returned from Hawaii. $139,000.



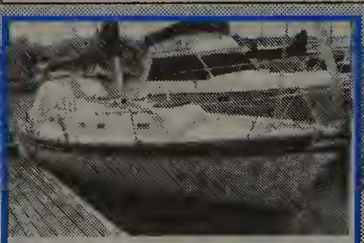
40' ROBERTS DESIGN "SPRAY" PH, '80. Good liveaboard, staysail rigged ketch, dual steering stations, 2 staterooms, Pot Belly stove, LPU painted in '91. Reduced $20,000 – Asking $48,000



41' HANS CHRISTIAN 41T, '86. Ta Shing built 2 staterooms w/queen beds, 2 heads, refrig, Autopilot, B&G instr. Sexy and spacious. Asking $169,000.



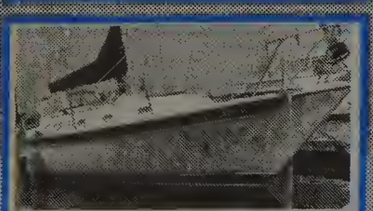
45' COLUMBIA M.S. SLOOP, '72. Spacious cruiser. Roller furling main & jib, Autopilot, radar, Loran, loaded. Full cockpit enclosure. Asking $89,000.



HERITAGE 36. Charlie Morgan designed and built. Roller furling, new dodger, rod rigging, SF Marina berth. Price reduced to $65,000.



34' BENETEAU OCEANIS 350, '88. Winged keel, step transom, light chestnut interior, skylights with rigged shades innovative, loaded and bristol. Asking $79,000.



38' ERICSON, '81. Two staterooms, dodger, lines led aft, roller furling, ST winches, Autohelm 4000. Beautiful teak interior. Asking $70,000.

38'	1984, Most equipped available		$79,495
38'	1984, new dodger, RF jib, teak int.		$77,500
32'	1976, New diesel & RF jib, dodger		$27,000
29'	1977, Epoxy btm, Awlgrip.		$22,000
26'	1985, inboard diesel, teak int.		$24,750
26'	1988, reduced, IB dsl, Loran C		$29,500

FEATURED BOATS

28' PEARSON, '86. Like new condition, aft cabin, teak int., dodger, dsl, SatNav. $39,500.

30' BABA, '81. Wheel steering and all teak options available. 2 from $56,500.

30' CATALINA, '78. One of the most popular 30 footers ever built. Roomiest 30 footer on the market. $24,500.

36' CS, '85. High quality construction. Refrig., LPG oven, PHRF rating 120 (fast). $69,500.

37' RANGER, '74. 16 sails, oversize rudder, deep ballast, control in any breeze. $42,500.

39' IRWIN, '81. Very fast, yet spacious and well ventilated. New mast/rigging in '87. Asking $59,000.

40' C&C, '82. Epoxy bottom, 13 sails, ST winches, $79,800.

41' MURRAY-PETERSON SCHOONER, '83. Teak decks, new diesel. $89,000.

46' PETERSON, '80. Center cockpit cutter. Upgraded alum. mast, bronze ports, solid Burmese teak interior. Heavy duty offshore cruiser. Asking $85,000.

40' TARTAN, '89. Custom factory-built heavy-duty cruiser. $129,950.

52' CHEOY LEE M.S., '82. 3 staterooms. $225,000.

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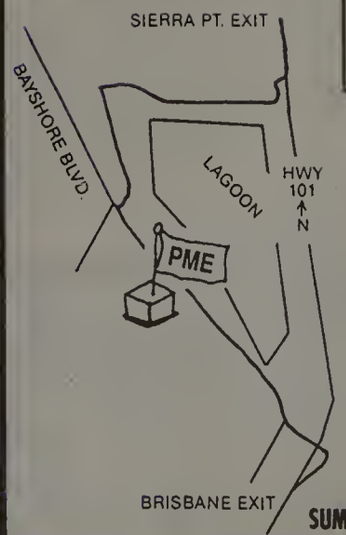
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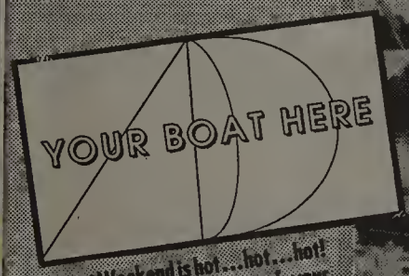
• NEXT OPEN BOAT WEEKEND •

August 8th & 9th

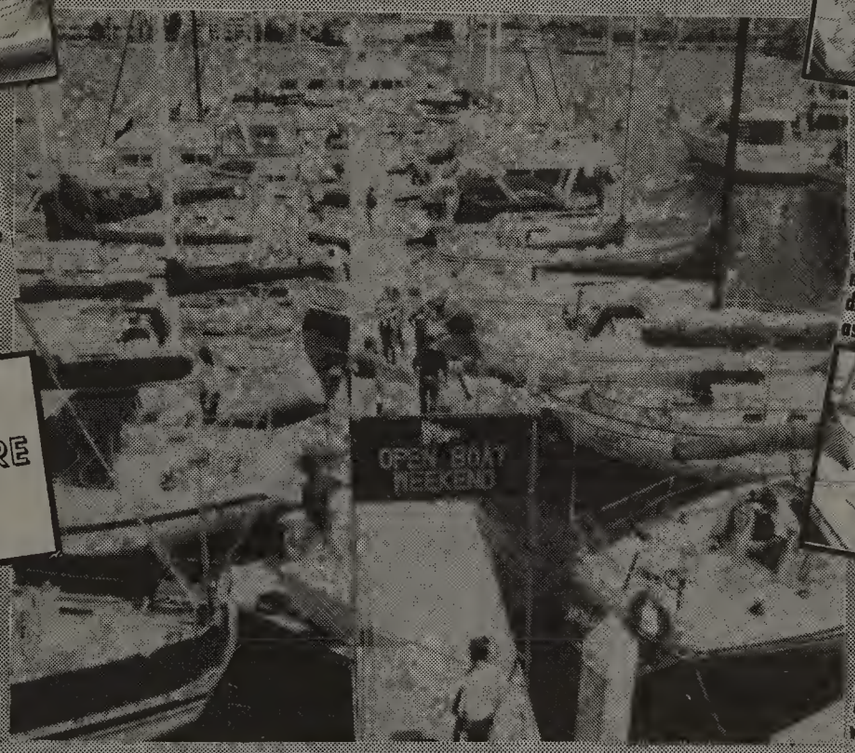
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1978 CAL 39' MKII
One sweet sailing boat...this Jensen built performance sloop! She's stiff, easy to handle and comfortable for entertaining. A popular, and now, very affordable, family cruiser. In very nice condition, this Cal is priced to sell at $55,000

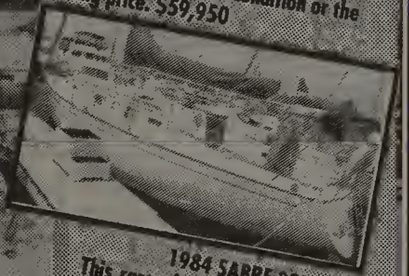


Open Boat Weekend is hot...hot...hot! Not only should the picture of your boat be here...so should your boat! That is...if you're reeaally trying to sell it. Call us...it's your turn!





1986 CATALINA 34'
From the built-in, recessed TV and VCR to the radar, SatNav and autopilot...no boat is better prepared to sail to and cruise Mexico. This one's been there and returned, ready to take new owners back. Whoa! Before you buy your next boat...see this! You won't be disappointed with the condition or the asking price. $59,950



1984 SABRE 32'
This rare aft-cabin model epitomizes what "quality" should look like eight years after it was born. Compare this boat to whatever else you have been looking to buy and your first choice will pale under the examination. Asking 67,500.

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• 39' CAL MKII	55,000
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• 34' CATALINA	59,950
• 32' ISLANDER	33,500
• 32' SABRE	67,500
• 32' COLUMBIA 9.6	25,000
• 31' DUFOUR	35,950
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• 30' CAL 9.2	28,950

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• AT THE NEXT OPEN BOAT WEEKEND

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•44' HANS CHRISTIAN PH	249,000
•40' CHALLENGER KTC	49,500
•37' ENDEAVOUR	67,500
•36' SCYLLA CC	57,500

POWER BOATS

46' NOVA	237,000
•39' SEA RAY EXP	99,500
•39' NOVA	69,500
•36' SUNDOWNER TUG	79,500
•36' SEA RAY AFT CAB	99,500
•36' ALBIN	79,500
•34' CARVER	125,900
•34' GOLDEN STAR	79,500
•30' TOLLY	59,950



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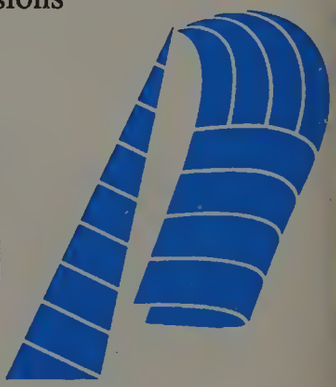
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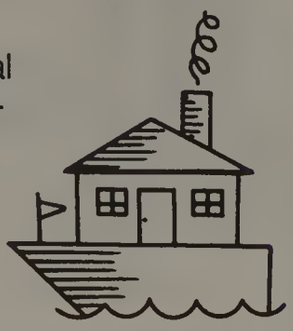
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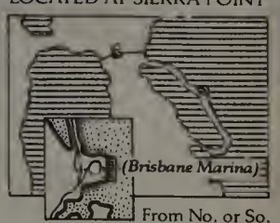
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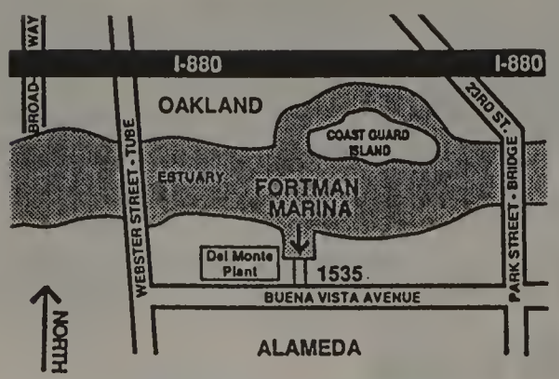
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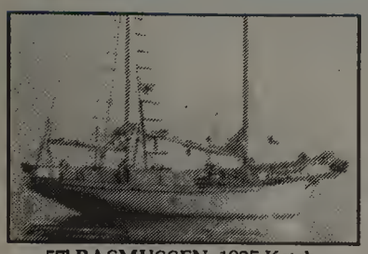
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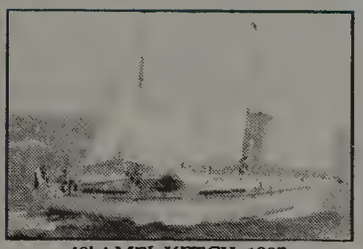
57' RASMUSSEN, 1925 Ketch. Classic yacht in every sense. Diesel power, WWII veteran. **Asking $79,000.**



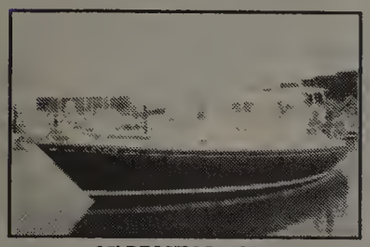
46' GARDEN PORPOISE, Ketch, 1973. Classic lines, bristol condition, heavily constructed for offshore cruising. **Asking $129,500.**



60' JONGERT Dutch steel ketch, 1974. Cruise the world in luxury. **Asking $209,000.**



48' AMEL KETCH, 1985. French top of the line offshore cruiser, loaded. **Asking $215,000.**



35' BRISTOL, 1981. Exceptionally clean, 6 sails, new bottom job & engine service. **Asking $54,900.**

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34' ALOHA SLOOP, 1983. Fully equipped cruiser, shows well. **Asking $68,000.**



40' OCEAN M/S 1982. High quality motorsailer. Georgous teak interior. 120 hp engine. **Asking $91,000**



38' CABO RICO, 1981 A perfect 10. Loaded with electronics, A/C. Must see. **$89,900.**



37' TAYANA CUTTER, 1978. A traditional style with good performance. **Asking $73,000.**



45' COLUMBIA, 1978. *Sistership* Aft cabin, spacious liveaboard. **Asking $59,500.**

SELECTED SAILBOAT BROKERAGE

	ASKING		ASKING		ASKING
24' FLICKA, '78	19,900	33' SWIFT (custom) sloop, '79	49,000	38' C&C LANDFALL, '79	61,000
26' ERICSON,'88 dsl	29,500	35' SANTANA	37,000	40' PEARSON (C-Board), '79	74,900
30' CHEOY LEE BERMUDA KETCH	24,500	35' BRISTOL, '78	54,900	41' MORGAN O/I, '79	69,900
32' BENETEAU, '81	39,500	36' PETERSON (custom) sloop	79,000	45' COLUMBIA, '78	59,500
32' PEARSON 323, '78	36,000	37' STEEL SWEDISH KETCH, '68	55,000	48' RHODES PH/MS, '71	109,000
33' RANGER, '70	24,000	37' RASMUSSEN (diesel) '29	49,000	60' DUTCH STEEL KETCH, '74	209,000



36' CHEOY LEE, 1985. Pedrick design (means quality, performance & style). **Asking $71,900.**



36' CS, Sloop, 1985. Canadian built. Shows like new. **Asking $69,500.**



35' HALLBERG-RASSY, Sloop. Aft cabin, center cockpit cruiser w/full keel, diesel. 2 from $39,000.



29' GULF PILOTHOUSE,1986. Dual helms, w/furling jibs, low hours(in fresh water) **Asking $31,500.**

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1992 International Antique & Classic Boat Society (ACBS) Annual Membership Meeting September 10-13, Lake Tahoe, CA

8th Annual Tahoe Wooden Boat Week
August 6-13, 1992 · Tahoe City, CA

Workshops, guest speakers, related tours including the 20th ANNUAL TAHOE YACHT CLUB CONCOURS D'ELEGANCE.

For more information, contact Steve Lapkin, Tahoe Yacht Club • P.O. Box 286 Homewood, California 96141 • (916) 581-4700 • Fax (916) 583-8022

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CALENDAR

Nonrace

August 1 — Encinal YC's Centennial Party, a black tie affair to celebrate their 100th year. Fine dining, live music, a short historical presentation and fireworks. Happy birthday, indeed! Al Burrow, (510) 522-6462.

August 6 — Don Trask Yachts, Northern California's new Sabre dealer, will host a cocktail hour for all current Sabre owners at the St. Francis YC from 6-8 p.m. To RSVP or for further information, call Don Trask Yachts at (510) 523-8500.

August 6-8 — Eighth Annual Tahoe Wooden Boat Week, including the 20th Annual Tahoe YC Concours d'Elegance on August 8. Steve Lapkin, (916) 581-4700.

August 8 — Hans Christian Owners Association Cruise-In & Raft-Up at Treasure Island. Hank Matfin, (510) 655-8380.

August 10, 1628 — In the "worst maiden voyage" ever sweepstakes, it would be hard to top *Vasa*'s performance. The newly launched 64-gun Swedish warship sank in 110 feet of water off Stockholm the first time she set sail. The vessel was rediscovered in 1956; subsequently, the almost completely intact wooden hull was raised in 1961. Over 16,000 artifacts were recovered from the now-preserved *Vasa*, as well as a number of skeletons of her ill-fated crew.

August 15 — 7th Annual Petaluma River Festival. Info, (707) 762-5331.

August 15-16 — Ericson 27 Cruise-In to Angel Island. Craig Haggart, (408) 739-1904.

August 15-16 — Fifth Annual Metal Boat Festival at Oak Harbor Marina, Whidbey Island, WA. Designers Robert Perry and Ted Brewer are among the speakers. Metal Boat Society, (206) 822-5775.

August 15 — "Chartering in the Fiji Islands," a slide presentation by Walt and Karen Doiron at Club Nautique in Alameda; 2 p.m.; free; (510) 523-9713.

August 20 — Lifesling and Emergency Equipment Seminar at the U.S. Coast Guard Auxiliary Training Center in Santa Cruz. Free! For info, contact West Marine Products in Santa Cruz, (408) 476-1800.

Sept. 9 — "An Overview of Fundamental Coastal Navigation," a free presentation by Richard Winter. Stockdale Marine Theatre (Sacramento); 7 p.m.; Ryan, (916) 332-0775.

Sept. 19 — San Pablo Bay Sportsmen's Club (at Pt. San Pablo Yacht Harbor) Flea Market. Sonia Lampton, (510) 233-3224.

Sept. 26 — Encinal YC Nautical Flea Market, (510) 522-3272.

Racing

July 11-August 4 — Summer Olympic sailing games in the "wine dark sea" off Barcelona, Spain. See *Race Notes*.

August 1 — Jr. Waterhouse Race, first of four 'destination' races in OYRA's second half. Don Lessley, 892-6334, or YRA, 771-9500.

August 1-2 — Islander Bahama Nationals at Bay View Boat Club. BVBC, 495-9500.

August 1-2 — Albert T. Simpson Regatta (rescheduled). Cityfront racing for Etchells and J/24s. StFYC, 563-6363.

August 1-7 — El Toro North Americans at Kaneohe YC, Oahu, Hawaii. Ron Locke, (510) 846-9136.

August 1-14 — Kenwood Cup and Two Ton Worlds. *Bravura* and *Phantom* will represent the Bay Area. See complete entry list in *The Racing Sheet*. Ken Morrison, (808) 946-9061.

August 2 — Fall SCORE #1. Santa Cruz YC, (408) 425-0690.

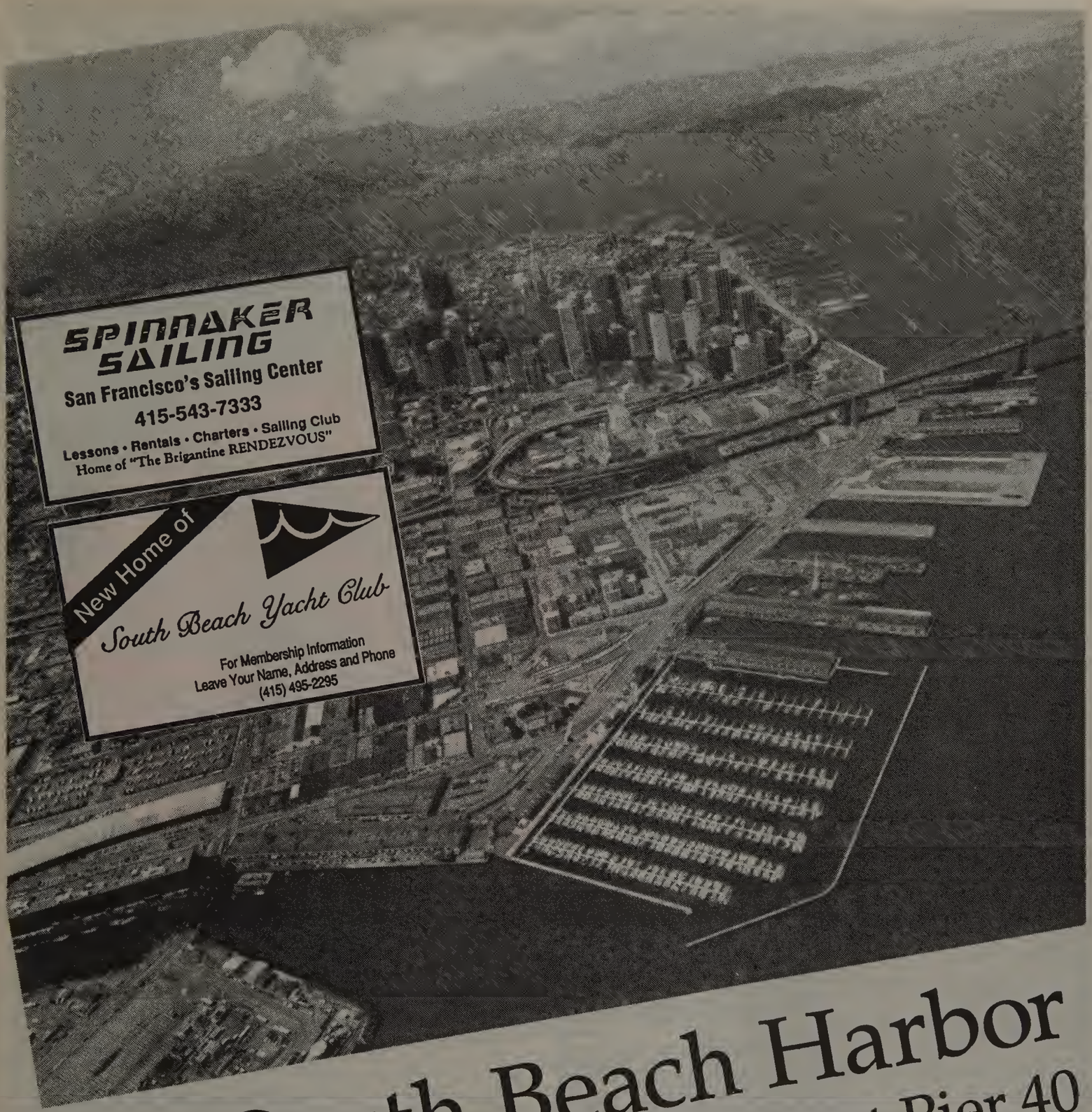
August 7 — Santa Barbara to King Harbor Race, one of the fun ones down south. SBYC, (805)965-8112.

August 8-9 — Bonita-Encinal Race, aka the second half season opener. YRA, 771-9500.

August 8-20 — Take 101 or a 707 to the 505 Worlds, hosted by Santa Cruz YC. Hot stuff! Tom Carter, (408) 476-1479.

August 15 — Ocean-Vallejo Race, better known as "Horace's Revenge." YRA, 771-9500.

August 15 — The Hopefully Annual Cal 20 Invitational Team Race Series. Crews from two of the most competitive classes on the



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CALENDAR

Bay, Etchells and J/24s, will duke it out in Cal 20s. SFYC, 435-9133.

August 15 — Wylie Wabbit Wiver Wun. Miles of smiles from RYC to Brannan Island. Kim Desenberg, (510) 523-8330.

August 15 — San Leandro Perpetual Race. San Leandro YC; Craig Nagle, (510) 889-8246.

August 15-16 — North Bay Series #3, hosted by Martinez YC. Kathy Folsom, (510) 228-4656.

August 16 — South Bay YRA race # 5, this one hosted by Sierra Point YC. Mike Dixon, (510) 635-5878.

August 16-23 — Mazda Match Racing Championship. All the big guns will be there! Long Beach YC, (213) 598-9401.

August 22-23 — Stone Cup II, an 'International Mystery System' (IMS) regatta. J/35s are invited, too. StFYC, 563-6363.

August 22-23 — Flying Scot District & Regional Championships, Island YC, (510) 521-2980.

August 22-23 — Cabrillo Beach YC Summer Sled Regatta, an owner/driver event for ULDB 70s. Tom Leweck, (213) 454-4455.

August 22-23 — Frank's Tract Regatta, sponsored by Andreas Cove YC. Two races a day with a barbecue/dance on Saturday night. A 'foreigner', Mike Fitz-Gerald's Tiburon YC-based Islander 36 *Shenanigan*, is the defending champ. Glen Bigelow, (916) 424-1907.

August 26-30 — U.S. Men's Sailing Championship (the Mallory Cup) in Etchells. Hometown hero Jeff Madrigali, representing Area G, is the pre-race favorite. San Francisco YC, 435-9133.

August 27-30 — U.S. Team Race Championship (the Hinman Trophy) in Collegiate FJs. Area G will be represented by Stanford (Tom Kuhnle, Brady Sih, Peter Jacobson). Encinal YC, (510) 522-3272.

August 29 — Fall One Design #1. SCYC, (408) 425-0690.

August 29 — Windsurfing Bay Challenge. Put on your rubber shred costume, grab your best neon equipment and put it on the line in this grueling stand-up race from Crissy to Berkeley and back. StFYC, 563-6363.

August 29-30 — Mercury Nationals in Monterey. Doug Baird, 345-2445 (h).

August 29-30 — CYC's Drakes Bay Race. YRA, 771-9500.

August 29-30 — Little Daddy Regatta, an end-of-summer, back-to-school final blow-out for junior sailors. Richmond YC; Mike McQueen, (510) 736-9252.

Sept. 4 — Windjammers Race, the traditional way to spend Labor Day Weekend. WJYC; Paul Altman, (510) 522-0679.

Sept. 5 — Fourth Annual Jazz Cup Regatta. Boogie-woogie, swing, bop or otherwise improvise yourself to the Benicia Jazz Festival via this mellow 24.5-mile feeder race. A cool scene, dig? Hosted by the cats at South Beach and Benicia Yacht Clubs. SBYC, 495-2295.

Sept. 5-6 — 42nd Annual Tomales Bay Regatta. Santa Rosa Sailing Club; Dan Swartz, (707) 762-2446.

Sept. 5-7 — *Sailing World*/IBM NOOD Invitational (Express 27, Hawkfarm, J/24, 29 & 35, Olson 25 & 30, SC 27, Santana 35). Great one design racing. StFYC, 563-6363.

Sept. 7-13 — Sardinia 50-Foot World Cup, the fifth and final IOR 50 regatta of the '92 circuit. Held in conjunction with the Sardinia Cup.

Sept. 12-13 — Plaza Cup for Santana 35s and SC 40s. Monterey Peninsula YC; Jeff Pulford, (408) 758-9449.

Sept. 16-20 — Big Boat Series (ULDB 70, SC 50, IMS, J/35, Express 37). Look for the return of the "clubhouse power reach" and apres-race entertainment by the Open 30s, I-14s and J/105s. StFYC, 563-6363.

Beer Can Races

BAY VIEW BOAT CLUB — Monday Night Madness: 8/10, 8/24, 9/7, 9/21. Dan Bjork, 864-1109.

BENICIA YC — Thursday Night Series. Every Thursday night through September. Ken VanStory, (707) 746-0788.

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Saturday:	10 AM	to 7 PM
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September 12 to 20

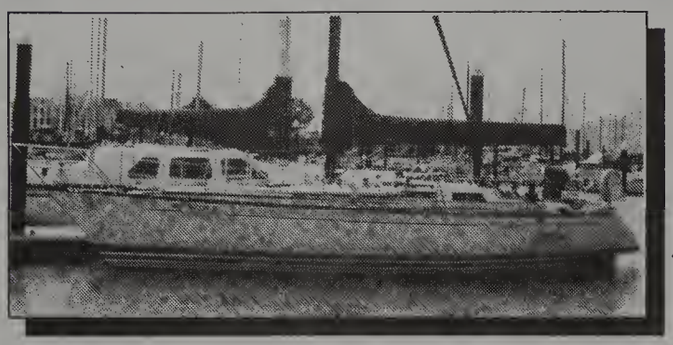
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31' CAL	28,000	41' COOPER	115,000
32' ERICSON	29,500	42' STEWART	50,000
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34' C&C	49,000	45' COLUMBIA	79,000
34' BENETEAU	72,000	46' CAL 2-46	125,000
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CALENDAR

BERKELEY YC — Friday Night Races. Every Friday night through September 25. Free! Paul Kamen, (510) 540-7968.

CORINTHIAN YC — Friday Night Series. Every Friday night through September 11. CYC, 435-4771.

ENCINAL YC — Summer Twilight Series. Friday nights on the Estuary: 8/7, 8/21, 9/4, 9/18. Rich Pipkin, 957-1956 (days).

FOLKBOAT ASSOCIATION — Wednesday Night Series for KIF boats (Knarr, IOD, Folkboats). Ed Welch, 851-3800.

ISLAND YC — Summer Series. Friday nights on the Estuary: 8/14, 8/28, 9/18, 10/2. Jerry Manifold, (510) 521-7265.

LAKE WASHINGTON SAILING CLUB — Tuesday Nights in Sacramento. Info, Gale Stockdale, (916) 332-0775.

RICHMOND YC — Wednesday Night Series (first and third Wednesdays through September). RYC, (510) 237-2821.

SANTA CRUZ — Wet Wednesdays, every 'hump day' through October 21. Informal, free and fun. John Siegel, (408) 688-1820.

SAUSALITO YC — Summer Sunset Series. Tuesday nights: 8/11, 8/25, 9/8, 9/22. Bill Riley, 388-2446 (days) or Rob Moore, 331-3134 (nights).

SAUSALITO CRUISING CLUB — Friday Night Series. Every other Friday until October. SCC, 332-9349.

SIERRA POINT YC — Tuesday Night Series off Oyster Point. Jim Lee, 876-0521.

SOUTH BEACH YC — Friday Night Races: 8/7, 8/21, 8/28. SBYC, 495-2295.

ST. FRANCIS YC — Friday Evening Boardsailing Races. 8/7, 8/21. StFYC, 563-6363.

TIBURON YC — Friday Night Series off Paradise Cay. Most Friday nights through September 25. Fred Conta, 435-9513.

Please send your calendar items ***by the 10th of the month*** *to Latitude 38 (Attn: Calendar), P.O. Box 1678, Sausalito, CA 94966. Better yet, FAX them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.*

August Weekend Currents

date/day	slack	max	slack	max
8/01 Sat		0035/3.8F	0333	0634/5.1E
	1014	1313/4.3F	1624	1907/4.2E
	2237			
8/02 Sun		0129/3.7F	0431	0723/4.4E
	1056	1355/3.9F	1705	1956/4.3E
	2336			
8/08 Sat		0106/3.8E	0512	0829/3.0F
	1133	1436/1.4E	1658	1954/2.1F
	2231			
8/09 Sun		0213/3.9E	0605	0920/3.3F
	1224	1523/1.6E	1753	2050/2.3F
	2325			
8/15 Sat	0257	0553/4.0E	0936	1231/3.3F
	1540	1818/3.3E	2148	
8/16 Sun		0035/2.8F	0336	0630/3.7E
	1002	1257/3.1F	1607	1855/3.5E
	2226			
8/22 Sat	0315	0608/2.3F	0941	1137/1.4E
	1427	1740/1.8F	2030	
8/23 Sun		0003/3.9E	0420	0722/2.7F
	1047	1242/1.5E	1553	1851/2.1F
	2140			
8/29 Sat	0236	0528/4.9E	0905	1159/4.3F
	1505	1753/4.7E	2126	
8/30 Sun		0022/4.3F	0331	0617/4.4E
	0947	1241/4.0F	1543	1839/4.9E
	2219			

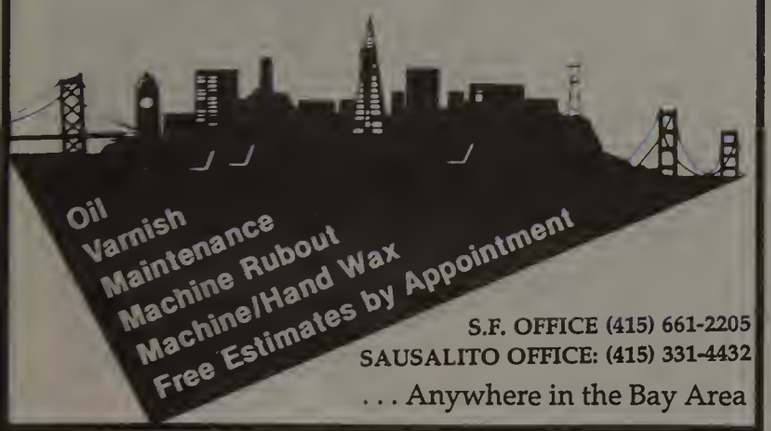
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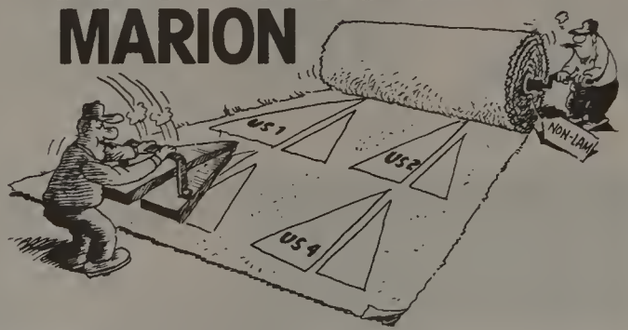
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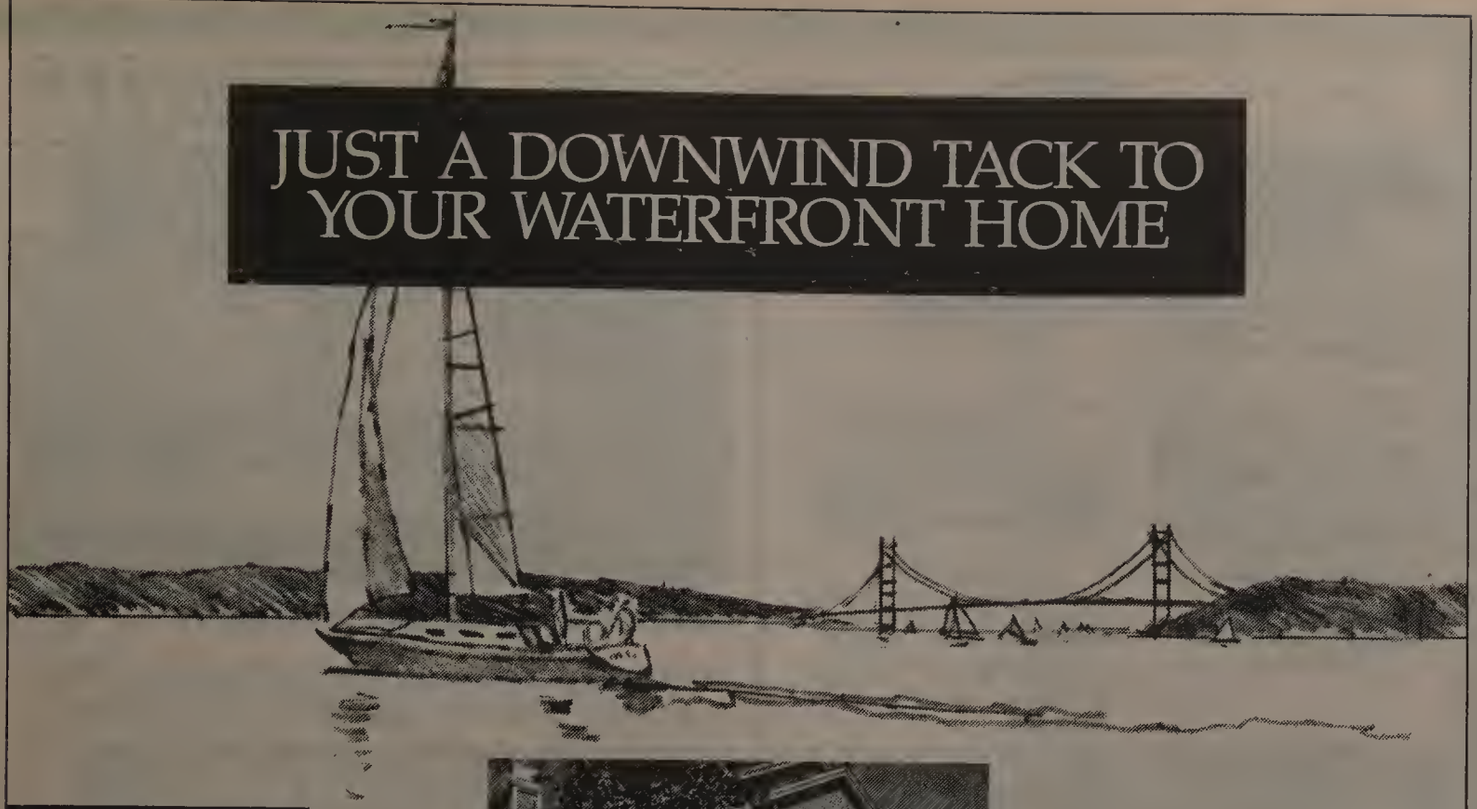
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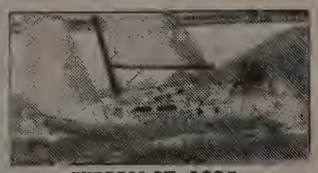
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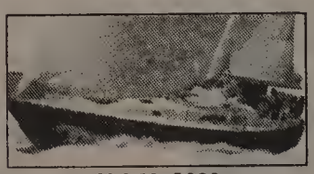
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Fully equipped for bluewater cruising or fantastic liveaboard. This comfortable interior hos to be seen to be appreciated. Contact David Willke. $203,000.



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Custom tri-cabin interior.
Offshore cruise or race ready.
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"Powerplay." Active Bay Area one-design fleet, past season champ, most competitive configuration on SF Bay. This owner has changed priorities – priced to sell at $24,500.

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- 24' J, '83 18,900
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- 27' Express, '84 22,500
- **27' Express, ... 19,500**
- 27' J, '85 23,500
- 28' J/28C, '87 49,500
- 28' Islander, '78 22,500
- **29' J, '84 ..... 34,500**
- **29' J, '83 ..... 24,000**
- 30' J, '79 32,500
- 30' CS, '86 49,000
- 30' Catalina, 77 23,000
- 30+Ericson, '81 24,950
- 30' Columbia, '77 19,950
- **33' Farr, '84 ..... 39,000**
- 33' C&C, '76 35,000
- 33, J, '89 78,000
- **34' Express, '88 ..... 74,950**
- 34' Farr 10/20, '84 54,950
- 34' DB1, '82 59,000
- 35' J, '90 110,000
- 35' J, '84 69,500
- 36' Islander, '72 45,000
- 36' CS, '86 69,500
- 37' Express, '86 88,500
- 37' Express, '85 105,000
- 38' Soderberg, '85 39,000
- 40' C&C, '80 79,995
- 41' Downeast PH, '80 64,950
- 42' Baltic, '82 298,000
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- 24' Bayliner, '87 22,000
- **26' Cruisers Inc., '88 ..... 38,500**
- 29' Chris Craft, '84 42,500
- 31' Bertram, '66 65,000
- 34' Nautiline houseboat, '73 22,500
- 40' Cruise-A-Home, '76 42,500
- **40' Owens, '66 ..... 44,000**

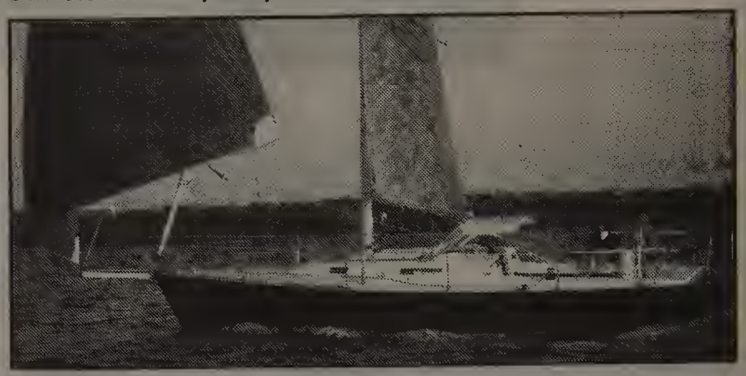
AT OUR DOCKS (in bold) • ACTIVE ONE-DESIGN FLEET

DON TRASK YACHTS

2415 Mariner Square Dr., Alameda, CA 94501
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J/105: OWNER PROFILE #4

This is the fourth in a series from J/Boats West profiling new owners and why they made the switch to the J/105



New Owner: Jim & Debora Cascino

Background: Jim has been sailing since 1968. Primarily a racer he has owned boats from Lasers to Santanas and raced and cruised aboard many others.

Goal: Jim was looking for a boat that would balance his family's interests. While he likes racing and performance, a family that includes his wife Debora and two growing sons creates the desire for cruising capabilities, a boat that is simply rigged and easy to sail.

Quote: "The number one thing that turned me on is the speed! The **105** that recently sailed to Santa Barbara hit 18 knots! I also want to race an auxiliary sailboat with tight one-design rules so the winning is dependent on the skills of the sailor rather than the size of the wallet."

J/105s sold out through hull #60!

OPEN BOAT WEEKEND
August 8 & 9

Current J-Boat Line-Up:

J/24	J/92	J/105	J/35	J/35c	J/39	J/40	J/44

J/Boats West

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(510)522-0545 Fax (510) 522-0641

Don Trask, Chris Corlett, Nate Knowles, Dave Willke, John Niesley, Ed Milano

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Catalina Yachts • MORGAN MARINE • NONSUCH • WYLIECAT

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East Bay: FARALLONE YACHT SALES

42' Catalina	'92	133,500	38' Hans Christian	'81	99,500
36' Nonsuch	'87	133,500	36' Catalina	'92	88,600
34' Catalina	'88	63,900	30' Nonsuch	'86	89,500
30' Nonsuch	'79	59,000	26' Nonsuch	'89	58,500
36' Watkins	'81	49,500	32' O'Day 322	'87	48,900
32' Westsail	'74	49,900	30' Catalina	'90	46,900
32' Ericson	'73	24,900	30' Catalina	'87	45,000
30' Catalina	'83	25,900	30' Catalina	'82	24,900
30' Catalina	'75	21,200	28' Ericson	'81	22,900
30' Pearson	'74	14,500	27' Catalina	'82	17,000
26' Pearson	'76	6,900	27' Catalina	'85	16,300
26' Capri	'90	22,500	22' Catalina	'90	12,500

+ + additional listings nearby for
Santana 35, Nonsuch 30, Nonsuch 26, Catalina 30

West Bay: EAGLE YACHT SALES

40' Northstar	'74	78,000	34' Columbia	'70	29,000
30' Lancer	'84	22,000	30' Morgan	'77	20,000
30' Catalina	'84	37,000	30' Catalina	'80	25,000
30' Catalina	'76	21,900	30' Capri	'83	19,500
29' Ericson	'72	19,000	28' Columbia		8,000
27' Catalina	'76	12,000	27' Catalina		10,500
26' Folkboat	'78	12,000	26' Folkboat	'72	11,000
26' Folkboat	'72	7,800	25' Coronado	'66	4,400
25' Santana	'81	9,000	25' U.S. Sloop		8,800
25' Ericson	'80	9,500	24' S-2	'87	10,500
22' Catalina	'70	2,995			

POWER BOATS

24' Fiberform	'73	14,500	34' Seahorse Trawler		70,000
34' Wellcraft	'88	88,000	39' Kha Shing	'88	134,000

★ FOUR EXCELLENT NEW LISTINGS FOR AUGUST ★

1981 Hans Christian 38

On a scale of 10, it's an 8.375! Excellent mechanical & cosmetic condition. Cutter rig. KM, DF, wind, Loran, VHF, stereo, cabin heater, refer, dodger, anchor windlass, roller furling, harken travellers, microwave oven, 45# CQR, all chain... more.

$99,500



1987 O'Day 322

Pacific cruise veteran! Radar, Sat-Nav, Loran, VHF, KM, DF, wind, autopilot, stereo, TV, VCR, battery charger, 120% jib, 140% genoa, roller furling, refer, fresh water filter, 3 anchors, cockpit dodger, cockpit awning, much more, excellent condition.

$48,900

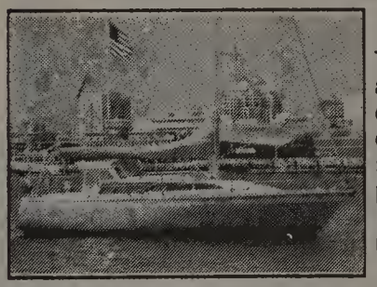




1989 Nonsuch 26 Ultra

This single-hander looks and operates like new! KM, DF, VHF, propane-fired hot water, 3-cylinder 21 HP diesel, complete racing and cruising sail inventory, wheel steering, professionally maintained.

$58,500



1981 Watkins 36

This is a perfect liveaboard! Large aft cabin, head w/shower, center cockpit, dodger, refer, microwave oven, dockside water, 6'3" headroom, large galley, AC shorepower, propane stove/oven, stereo, KM, DF, VHF, phone hook-up, bimini... more.

$49,500

★ OPEN BOAT WEEKEND • August 8 – 9 • 10 am – 4 pm ★

Over 100 boats on display • Power & Sail • New & Used • 22' – 51' • Open for inspection

★ New boats for 1993 model year: Morgan 38, Catalina 32, Catalina 270, Wyliecat 39 ★

Farallone Yacht Sales

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(510) 523-6730 DAVE, JOHN & WILLIE (woof!)

Eagle Yacht Sales

1966 COYOTE POINT DRIVE
(415) 342-2838 ED or CHRIS

DEALERS FOR:

Catalina Yachts 22 • 26 • 270 • 28 • 30 • 32 • 34 • 42 • 50

MORGAN MARINE 38•45•50 • NONSUCH 26•30•33•36 • NIAGARA 35•42 • WYLIECAT 30•39

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- Edson Steering
- LPU Mast & Hull
- Webasto Heaters
- Guaranteed Blister Repair
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Pete Van Inwegen ~ Manager

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Helms
Cruising Center

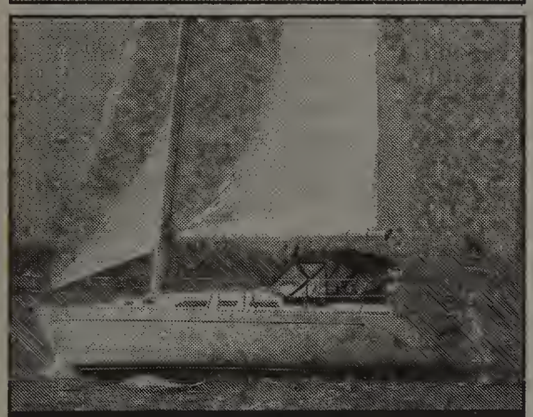
(510) 865-2511 Alameda
(415) 332-5067 Sausalito
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CORSAIR 24 & 27

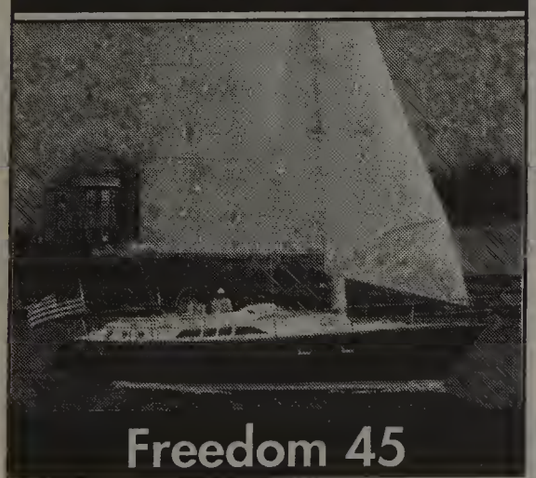


OPEN BOAT WEEKEND AUGUST 8 & 9 IN ALAMEDA
See the F-24 & F-27. Call for a test sail.

FREEDOM



Freedom 38



Freedom 45

TASWELL



Taswell 49



Taswell 56

BROKERAGE

LISTINGS

25'	CAL 2-25	14,900
27'	CORSAIR F-27	57,000
27'	ORION	55,000
30'	HUNTER	28,000
30'	CATALINA	22,950
32'	FREEDOM	58,500
33'	PETERSON	36,000
36'	FREEDOM	105,000
38'	CROWTHER MALIBU trimaran	58,000
38'	ERICSON*	77,000
41'	CHEOY LEE, Perry	99,000

* in Sausalito



CAL 2-25 diesel $14,950



CATALINA 30, 1982 $22,950



F-27 $57,000

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THE BEST OF BOTH WORLDS

SAFE FAST FUN

HUNTER *We go the Distance*

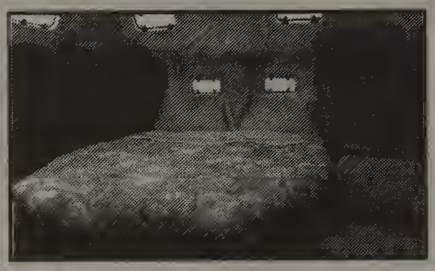


Livability was the main focus in designing the Passage interior. Sleeping comfort is achieved with two staterooms, both with electric heads, showers, vanities, bedding, lockers and excellent headroom.

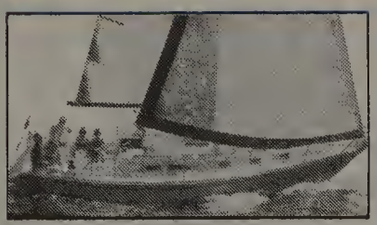
The spaciousness of the Passage 42 interior is truly remarkable. And a sailboat you'll be proud to own.

PASSAGE 42 in stock

Loaded with standard equipment: *USCG safety and anchor package, hot and cold pressure water, CNG stove and oven, refrigeration & freezer, VHF radio with masthead antenna, pedestal compass, roller furling, bottom paint, knot meter and log, depth sounder, battery charger, full batten mainsail & cover, windex 15, 110v shore power with cord, TV & VCR, AM/FM cassette with 10 speakers, DC invertoer.*



BROKERAGE SPECIALS



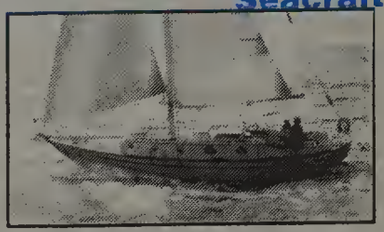
1986 ERICSON 38
Recently reduced and looking for offers. This boat is very clean and nicely equipped for cruising or liveaboard, refrig., propane, instruments. Separate shower stall. ***$77,950***



1985 SUNRISE JEANNEAU 34
A nicely equipped racer cruiser with a large aft cabin. Very clean satin varnish interior. The Yanmar diesel completes the package. ***$49,950***

BLUEWATER CRUISING

CREALOCK 37 by Pacific Seacraft



Includes • Bottom paint: Epoxy Barrier Coat and two coats of bottom paint • Cutter Rig • Single Handers Package: Halyards and first reef led aft. Lewmar #16CST coach roof winches • Chrome plated bronze hardware • Harken Roller Furling Systems on both headsail and staysail • Force 10 Propane 3 Burner Stove and Oven with Broiler • DC Refrigeration System • Heavy Duty Marine Batter Charger • Lightning Ground • Single sideband Copper, Grounding Strap. Autohelm ST 50 Knot log, depth and wind at helm with multi-function unit at nav station • ICOM VHF Radio with Antenna • Ritchie SP-5 Pedestal Steering, Compass. Main sail with 2 Reef Points (7.1 oz., 272 sq. ft.) • 120% Roller Furling Genoa w/cover, (6.3 oz, 414 sq. ft.) • Roller Furling Staysail w/cover, (7.1 oz, 140 sq. ft.) • Main Sail Cover

"Voyagemaker" $155,850 Sailaway



The forward cabin is roomy and comfortable. The double berth is 7 feet long and 50" wide with a 5" thick foam cushion. Abundant cabinets, drawers and shelves provide plenty of space for personal gear.



The head compartment is both functional and attractive. Plentiful lockers are provided for personal items, bulkheads and cabinetry below counter height are easy to clean plastic laminate while cabinets above counters are hand crafted of teak.

~ Brokerage ~

20'	FLICKA, '81 SOLD	32'	VALIANT, '77 45,000
20'	FLICKA, '79 IB dsl 24,999	33'	MORGAN O/I, '73 34,900
25'	CATALINA, w/trlr, '86 16,900	34'	OLSON, '88 64,000
25'	CAL 2-25, '80 13,875	34'	ERICSON, '87 68,999
26'	CHRYSLER, '77 6,950	34'	JEANNEAU, '84 49,500
27'	NEWPORT, '76 11,999	35'	ERICSON w/slip, '84 69,000
28'	ERICSON, '81, dsl 19,995	36'	CS, '84 67,800
28'	ISLANDER, '77 21,900	36'	ERICSON, '85 59,900
28'	ALBIN Cumulus, '81 21,500	37'	CREALOCK, 80 109,950
28'	PEARSON, '86 36,000	37'	C & C, '86 89,500
30'	HUNTER, '88 43,995	38'	CATALINA, '84 48,995
30'	PEARSON 303, '85 44,000	38'	ERICSON, '86 Reduced 77,950
30'	ISLANDER MKII, '74 14,900	38'	PEARSON 385, '84 89,950
30'	HUNTER w/slip, '81 21,900	38'	HC, '77 89,500
30'	CATALINA, '76 14,995	40'	PASSPORT, 88 175,950
31'	CREALOCK, '88 99,000	41'	MORGAN O/I, '79 69,999
32'	CHALLENGER, 41,995	45'	JEANNEAU, '85 175,000
32'	ERICSON, '89 67,950	45'	CORONADO, '72 78,950
32'	ERICSON, '78 27,900	47'	VAGABOND, '78 139,000
32'	COLUMBIA 9.6, '76 22,900	51'	JEANNEAU, 91 299,950

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Catamarans

- Gemini 32'-34'
- PDQ 36'
- Lagoon 37'-55'
- Americat 30'

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How strong can a cruising boat be? Delivery captain puts Crealock 37 through ultimate test

"Awesome–just amazing"

The locals had never seen anything like it before.

Experience told them that when a boat hits the reef at Diamond Head, it's gone. Period. In the last few years twelve boats had been lost there – all ground to a pulp before touching the beach. So when Rick von Stein's Crealock 37 ***Aldabra,*** smashed over the reef and came to rest on the beach nearly unscathed, the locals were understandably surprised. But not as surprised as Rick: *"What this boat put up with is awesome – just amazing."*

Testimonial to strength

"I sailed the boat from California to Hawaii last summer and had a wonderful time. The boat is an absolute delight to sail," says Rick.

"But I had obligations back in California, so I hired a delivery skipper to bring her home." Rick shakes his head. *"The delivery skipper made a ridiculous navigational error out of Honolulu and ran the boat right up onto the reef at night, she washed onto the beach. Word has it that this is the only boat to ever hit Diamond Head and escape. It's a real testimonial to the strength of Pacific Seacraft hull construction."* An average yacht would never have survived.

How did the Crealock 37 withstand such punishment?

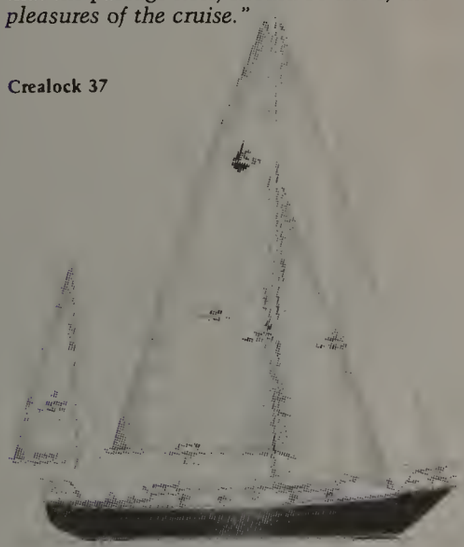
Pacific Seacraft boats have long been the focus of sincere and heartfelt praise. Author Ferenc Mate, author of From a Bare Hull, The Finely Fitted Yacht and Best Boats writes in his newest book, The World's Best Sailboats that, *"without a doubt the most outstanding cross section of cruising boats in this book is built by Pacific Seacraft."* From the mighty Flicka 20 to the stunning Crealock 37, Pacific Seacraft's boats have sailed confidently to the far corners of the world. They are beautiful; they are superb performers; and they are strong. Very strong. The construction details of every Pacific Seacraft boat are unsurpassed: 100% hand laid and squeegeed hulls and decks; double flanged, thru-bolted hull-to-deck joints; uncompromised structural bonding of bulkheads to hull and deck; solid bronze deck hardware, thru-bolted and back plated; solid bronze U.L. approved seacocks; heavy bronze gudgeon supports at rudder bases; fully protective propeller apertures; one piece solid lead ballasts; superb engine access through cabin and cockpit-sole hatches; and, American production, ensuring immediate service for any reason.

Built to endure

The Crealock 37 is a true performance cruiser. W.I.B. Crealock designed the 37 to his own ideals without obligation to builder or dealer. He created a fast, lovely and honest yacht. *"I did not have to pay homage to interiors festooned with bunks, or revered classic features, or long waterlines or short, or distorted ends,"* he says. *"The 37 is an attempt to provide the weekender and the cruising man with a boat which will travel fast between ports under complete control, and which will yet remind him that the passage itself should be one of the pleasures of the cruise."*



"The delivery skipper made a ridiculous navigational error out of Honolulu and ran the boat right up onto the reef at night. Word has it that this is the only boat to ever hit Diamond Head and escape. It's a real testimonial to the strength of Pacific Seacraft hull construction."



Crealock 37

Pacific Seacraft builds the Crealock 37 on a foundation of excellence. They know that cruising can be an incomparable joy – and a serious proposition. They take their boats seriously. The result: over 1200 Pacific Seacraft Crealock 34s and 37s, Flicka 20s, Dana 24s, Orion 27s, Pacific Seacraft 31s, are plying the oceans of the world today in absolute comfort and confidence. Their speed is legendary. Their beauty is elegant and graceful. And their integrity is unsurpassed. Whether for a weekend's pleasure or a blue water voyage, the Crealock 37 will make your dreams come true – and keep them alive. Come feel the assurance of Pacific Seacraft quality.

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LETTERS

⇓⇑THANK YOU AND COME TO ECUADOR AGAIN

Recently, our good luck allowed us the opportunity to glance through the April 1991 issue of your excellent magazine — where we found Rex and Joan Allen's report of their visit with *Tavarua* to Ecuador and our Salinas YC.

We were pleased to read their generous comments on our club, its facilities and sense of service. We hope that when they return someday we shall still live up to their expectations. Perhaps you will publish this letter so that *Tavarua* will get our 'thank you and come again' message.

For other possibie visitors, we should also say that although our club continues to invest significant amounts of resources in improving and expanding our facilities, our members completely absorb our capacity for services from January thru May. This is the beach season, when many families migrate to Salinas primarily from Guayaquil, making it very difficult to offer services to non-members during that period.

Luis Eduardo Gomez Bejarano
Commodore, Salinas YC

⇓⇑REFLECTIONS ON RADAR REFLECTORS

On page 42 of the January issue, Mike Jefferies asked about articles regarding radar reflectors. I've enclosed a pamphlet from the Oregon State Extension Service that provides some thoughts — reflections? — on the subject.

They also have a very good publication titled *Boating in Oregon Coastal Waters*, which contains charts, photographs and other useful information covering the coastal bars, bays and rivers. It's excellent reading for anyone planning on sailing the Oregon coast.

These low-cost ($1.50) titles can be obtained by calling Publication Orders, Agricultural Communications, Oregon State University at (503) 737-2513.

Tom Schneider
Seattle

Tom — Agricultural Communications? They use radars on their tractors or something?

⇓⇑ANOTHER MARINE COMPANY GOING BEYOND

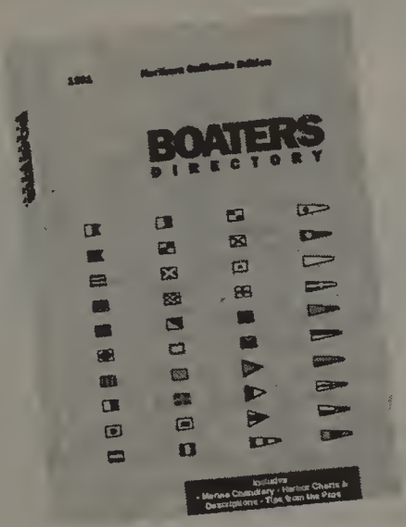
We want to tell you about another marine company that has responded to a sailor's problem with complete satisfaction.

My wife and I own a Pearson 323 that displaces approximately 12,000 pounds. Impressed by the fantastic test results of the Fortress Marine Anchors a couple of years back, we purchased what their charts said would work for a 33-38-foot boat. After mounting the anchor on our boat and using it for over a year as our primary bow anchor, we've been more than pleased. It has held well in conditions that combined high wind, strong current and minimal scope. It's not only set securely, the light weight of the anchor is much appreciated for my continually aging back.

The only drawback to the anchor is its lack of weight in situations where you can only have minimal scope. We experienced that on Opening Day where we could only put out 2:1 scope and the anchor wouldn't set properly. As 2:1 is a ridiculously inadequate amount of scope, it was an unfair test of the anchor.

In any event, last month my wife and I took another couple out for an overnighter at Angel Island's China Cove. It had been a blustery night at anchor and when we awoke there was such a strong flood that the Bay looked like a river. As we prepared to leave, I complied with our male guest's request to haul up the anchor. I told him to haul in the rode until we were over the anchor, then snub the rode, while I motored forward to dislodge it.

Once over the anchor with the rode snubbed, I motored forward and dislodged the anchor as planned. After getting back to the dock, I noticed that about a one-inch tip of the left fluke of the anchor had been bent completely backward and the stock had also been slightly



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Vessels for sale:



1985 Dehler 34 auxiliary racing sloop. Built by Dehler GMBH (Germany). Sistership (shown above) to 3/4 Ton World Champion. Includes new mast and North mainsail, Raytheon and Brookes & Gatehouse instruments and plenty of sails. Yanmar 27 hp diesel engine. Ready to race and win.

1974 Balboa 26 auxiliary sloop. Includes Trail Rite tandem axle trailer. Swing keel vessel built by Coastal Recreation. VHF, depth, compass, galley, etc. Great as a trailerable local coastal and inland cruiser. Very good condition.

1977 Catalina 25 auxiliary sloop. Includes E-Z Loader tandem axle trailer. Swing keel sloop manufactured by Catalina Yachts. Another great trailerable local coastal and inland cruiser. Very good condition.

1986 Boston Whaler 17' "Montauk" center console sport fisher. Includes 90 hp Evinrude outboard (minimal hours – almost new), E-Z Loader trailer and lots of extras. Boat is in mint condition and ready to go.

ALSO AVAILABLE:
1974 MacGregor 24 with trailer
1979 Boston Whaler 5.2 Harpoon Sailboat with trailer. Outstanding condition.

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LETTERS

bent.

I went back to West Marine, where I'd purchased the Fortress and examined their brochure, especially their anchoring tips. One anchor retrieval tip advised against powering forward over an anchor as it puts greater strains on the anchor and boat. Boy, was I embarrassed. I could have sworn that many other publications had advised motoring forward to dislodge the anchor.

Oh well, I got the courage to call NAV-X to see if I could buy the replacement parts for my anchor. For those not familiar with them, the Fortress anchors disassemble easily. The company sent me the new parts immediately. As far as we're concerned, it was another case of a marine company servicing its clients beyond the call of duty.

Furthermore, I will now dislodge my anchors in the way NAV-X describes — and may even buy the larger Fortress FX-23 for my main anchor. The extra weight is negligible and the bigger anchor looks beefier on the bow. That way I could keep the FX-16 for a second and/or very competent stern anchor.

Craig and Tamara Federspiel
Yacht *Curacao*
Sierra Point Yacht Harbor

Craig & Tamara — Our advice to anyone that wants to anchor securely is to buy an anchor and rode that's at least one size larger than all the manufacturers recommend. Not only will you sleep better at night, but the manufacturer's bottom line will more likely be a deeper shade of black.

The correct way to hoist an anchor is to slowly motor forward until you're directly above the anchor. Never pull the boat forward to the anchor using your back or a windlass, as either one or both will soon be ruined. Once directly above the anchor, hoist it aboard.

Motoring forward of the anchor is not advised for three reasons: 1) it might bend the flukes on lighter weight anchors, 2) you're likely to drag the anchor and chain across the boat's topsides, scratching the heck out of the paint, and 3) if you quickly motor forward over a light anchor with a nylon rode, you can get the whole damn mess fouled in your prop. We know, because we've done all three.

⇓⇑HOW IMPORTANT IS THIS?

Out of curiosity, I went ahead and compared horizon distance by dip correction (Lee Helm's method, May 1992) to Table 8 in *Bowditch*, Distance of the Horizon. I found that the numbers are slightly off. I suspect that *Bowditch* may be allowing for refraction, because its values are consistently larger.

While the difference is relatively small for a height of eye of ten feet, the discrepancy is nearly two and one half miles when the height is increased to 150 feet (useful in calculating the geographic range of lights, for example.)

To be honest, I'm not sure how important this is. Any comments?

Karl Komenda
Monterey

Karl — We're just a bunch of button-pushing GPS'ers around here, so we don't know how important it is either. We'll run it by Max when he gets back from the West Marine Pacific Cup.

⇓⇑ON HAVING THE LAST WORD

One of my customers passed this along to me. I thought I'd send it along with my subscription renewal in the hope it would bring a smile to you and your reader's faces.

One night at sea, a ship's captain saw what looked like the lights of another ship heading toward him. He had his signalman blink to the other ship: "Change your course 10 degrees south." The reply came back: "Change your course 10 degrees north." The ship's captain answered: "I am a captain, change your course south." To which the reply was: "Well, I am a seaman first class, change your course north."

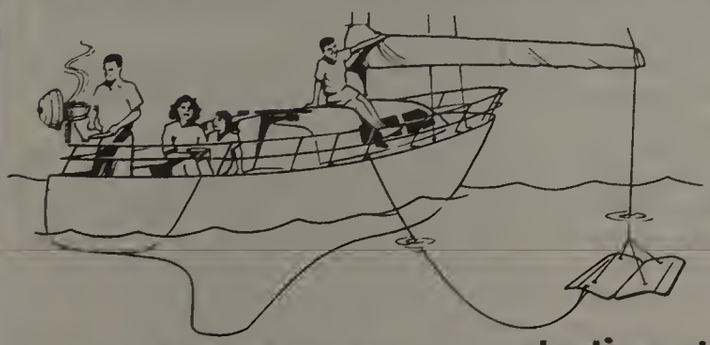
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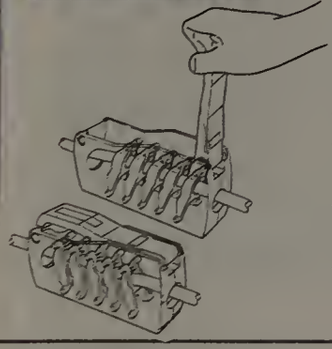
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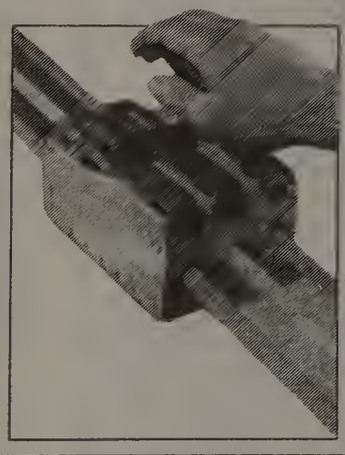
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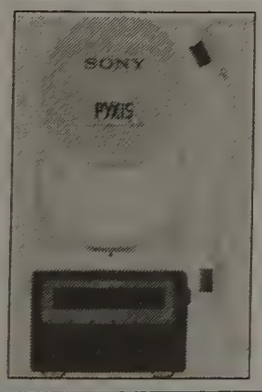
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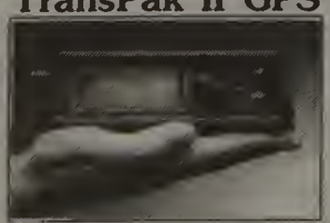
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LETTERS

This really infuriated the captain, so he signaled back: "Dammit, I say change your course south, I'm on a battleship!" To which the reply came back: "And I say change your course north, I'm in a lighthouse!"

A. Reader
Northern California

A.R. — That's not a new one, but it's a good one.

⇓⇑SINCE THE SONAR CAT IS OUT OF THE BAG

"When you snooze, you lose," they say. Here's proof:

In June's *Sightings*, I was alarmed to find out about the "new British electronic marvel" of forward-looking sonar. In the spring of '90 there began a series of *Letters* in *Latitude* concerning avoiding collisions with whales. At that time it occurred to me that if whales could use sonar to 'see' underwater, then why couldn't a sailboat instrument do the same?

In the spirit of American backyard inventing, I came up with what I call the Bow Watch. (Imagine the ads, "Every boat needs a good Bow Watch.") Briefly, here's what I'd done:

I purchased a video depth sounder (200 Khz) and several transducers so that I could vary the width of the beam. I then built a 20-foot test tank in my backyard, and began testing to see if a depthsounder could look forward as well as down. Why shouldn't it? I tested various targets made of different materials and sizes, and since it seemed to function very well in the tank, I took it out to my local lagoon and tested it again with metal targets, logs in the water, etc. (There were no whales in the lagoon.) One of the things I found out, of course, is that I needed to narrow the beam or only use it in the open ocean.

It was at about this time in the experimental process that my wife and I added a new crewmember to our sailboat: Alex, who is now 18 months old and nearly grown enough to haul in a jib sheet with the best of them. Unfortunately, my Bow Watch project was back-burnered until it got knocked right off of the stove by the above-mentioned *Sightings* article.

Since the sonar cat is out of the bag, I would like to invite interested readers, whether investors or just curious boat owners, to call or write to me, as I would be delighted to talk to them about my project.

I would like to add that your magazine is far and away the best there is. I read it from cover to cover every month.

Greg Yarman
Yarman Studio, 30600 Navarro Ridge Rd., Albion, CA 95410
(707) 937-4652

Gary — Thanks for the kind words. We wish you the best of luck, because while we can understand being bested by the Japanese, how can we let the Brits beat us in such technology?

⇓⇑WITH NOTHING TO LOSE, I DECIDED TO EXPERIMENT

I discovered something new the other day during my seemingly endless battle with my pressure water system. I may be incredibly stupid not to have thought of this before, but who knows, I might have had a flash of brilliance.

We use Par Jabsco pumps on *Arianna* for our pressure water system. The pulse damper in this pump, it's been my experience, is a major weak point. We live aboard and so the system gets a lot of use, but even so, I've had to replace these parts too often.

The last time I heard the familiar ticking sound that indicates the system is not maintaining pressure, something finally clicked in my mind. This was probably brought on by the fact I didn't have my usual replacement pump on hand.

The damper is a two-sided piece of rubber that fits into the intake and outflow sides of the pump, and is located at the base of the unit. What I finally realized is that the outflow side of the damper always

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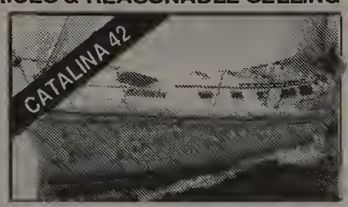
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LETTERS

seems to fail first. When I checked, the intake side still looked brand new. Since it doesn't take much of a deformation of the damper to cause a pressure drop, the outflow side of the pump was only slightly damaged. With nothing to lose, I decided to try an experiment.

I put the damper in the pump with the damaged side in the intake and the good side in the outflow. I then recharged the system. The pump pressurized the system and there was no telltale clicking to indicate a loss of pressure. That was over two weeks ago and the system has held up fine ever since.

I'm not recommending this as a permanent fix, but it has given me the time to order a couple of extra dampers for the next time the system quits.

On a related note, it seems that the Jabsco people are cutting the quality of the parts that go into the manufacture of their pumps. I had a major pump failure a while back that required more than just the standard repair kit. After I priced all the parts necessary to rebuild mine, I decided to just buy a new one. It was only a month or so later when the old ticking sound started — and this time it never stopped. I disconnected the pump and found that the entire bottom plate leaking water. It seems the pressure build-up was strong enough to break one of the screws holding the plate. Fortunately I had kept all the serviceable parts from the old pump and was able to assemble a functional pump.

The base of the newer pump is different, so things like the dampers are not interchangeable. The real problem, though, is that the nicely machined bolts used to fasten the baseplate have been replaced with cheap sheet metal type screws that don't re-thread well into the plastic base.

Jabsco did replace the defective pieces at no charge. Unfortunately, the replacement is made the same way as the defective part. My advice to anyone out there with an older pump is to hang onto it until there is no possible way to repair it. Then go buy something entirely different.

Jay Ailworth
S/V *Arianna*
Alameda

⇓⇑PEACE AND QUIET!

My name is Larry Lawson. I'm 45-years old, divorced, and in line with all the statistics. After a year of dreaming and a year of looking, I purchased a Ranger 29 this past March. *Lizard* is now berthed at Marina Bay in Richmond.

I had sailed exactly one time before buying my boat, so obviously I was hooked from the beginning. I love the peace and quiet — it's so much better than a powerboat.

I do most of my sailing during the week, when the Bay is empty and quiet. My stress level drops to zilch. What great therapy! And what a great place we have to sail.

I was introduced to *Latitude* 18 months ago, and like everyone else, have become an avid reader. Everything I need to know, or where to find the answer, can be found in your pages.

My plan is to circumnavigate one day. Prior to that I'll sail the Bay, Delta and coast, enjoying myself and meeting people.

Larry Lawson
Santa Rosa

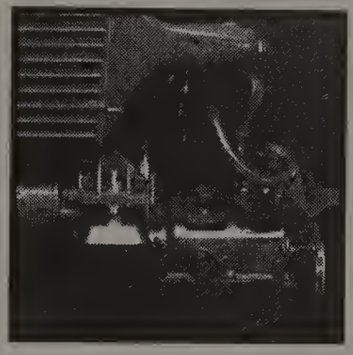
Larry — Funny how us guys who once bragged "hope we die before we get old" are now praying to make 50 — and lusting for the morsels of peace and quiet that will help us get there. Welcome aboard!

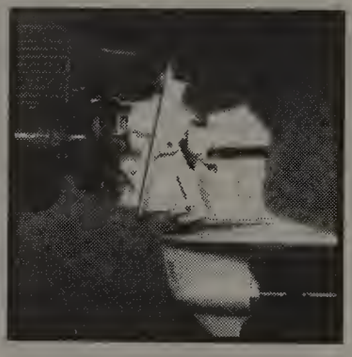
You'll be interested to know that there have been a couple of guys with small-to-medium-sized Rangers who've done a lot of successful cruising. One Richmond YC member sailed his all the way to the Caribbean. Then there was John Sloboda from Southern California, who sailed his medium-sized Ranger to Panama. Sloboda fell overboard in calm seas about 30 miles west of the Canal while

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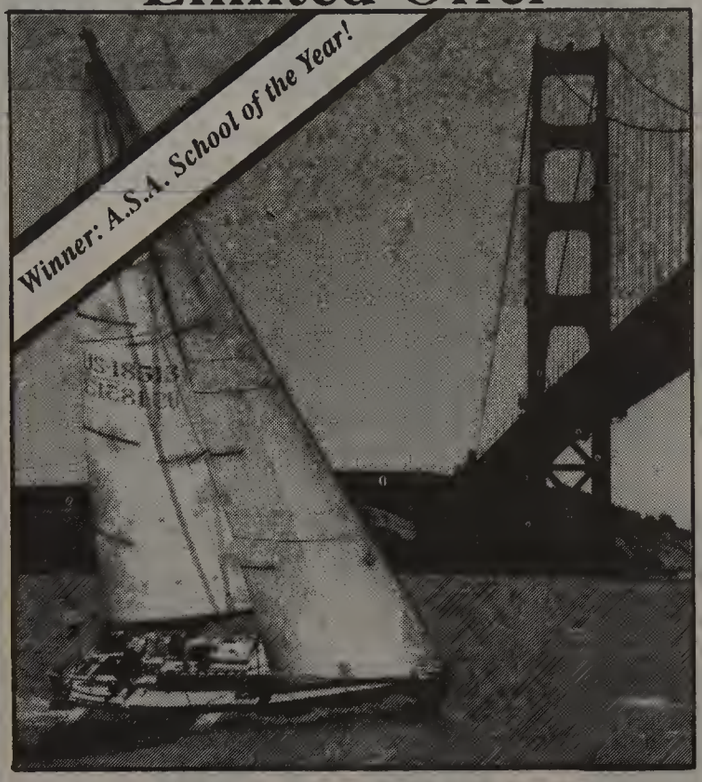
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refilling the outboard of the dink he was using to push his Ranger. In a tale recounted in Latitude, *Sloboda was miraculously rescued in the middle of the night when a woman aboard a passing cruise ship heard his cries for help. Sloboda is an old friend of* Latitude's *who loves us and everything we say. Well shoot, here's a letter from him now!*

⇓⇑WE DON'T NEED SOMEONE TO HOLD OUR HAND

I'm still in a state of shock after reading (November issue) how you played a part in keeping "Joe's" *Signal of Peace* from taking off on its intended voyage.

"Manifestly unsafe voyage." I'm *pissed!* Who the hell designated the staff of *Latitude* as jury, judge, and god? Granted, 'Joe' might not be a nautical engineer and the boat he designed was not an approved model off some designer's desk. But at least he obviously wasn't crazy — at least not much crazier than the rest of us cruisers.

Thank God you and the Coasties weren't there when Jerry Cuhningham left Catalina in his 9-foot boat to cross the Pacific. You would have told him he couldn't do it — just like you would have told the Wright Brothers when they tried the 'impossible'. Or Columbus, who the do-gooders said would fall off the edge of the earth.

If somebody is in obvious danger — such as stepping out in the street in front of a speeding car — then it's your moral duty to save them. But to arbitrarily say, "I'm God. I don't think you should do something I don't approve of," is morally repugnant.

You're like all the other do-gooders who pass laws demanding that we protect ourselves from ourselves. For example, if bikers have to wear helmets, why not drivers and passengers of cars?

Your reporter hid behind the word 'we'. "We" decided to call the Coasties; "we" decided 'Joe's' future; "we" decided if he will ever trust you guys again. (I wouldn't).

If I was in 'Joe's' shoes, I'd take off and never talk to you again. You just put yourselves into the category of BayKeeper, the BCDC and all the others. Whatever happened to personal freedom and the Bill of Rights? Jesus Christ, if you called the Coasties to inspect every yacht you deemed unseaworthy, we'd all be padlocked to a dock!

When I bought my first boat, a Buccaneer 21 Bayliner, I didn't have the foggiest idea what the rags were for or how to manipulate them. But after 11 months and trading up to a Ranger 30, I started winning my share of singlehanded races. It just took lots of sea time, I didn't need any sailing schools. So 'Joe's idea of learning as you go is not so far fetched.

I get more pissed as I write this. *Latitude* is a magazine that over the years has built a great reputation as being the champion of sailing and cruising. But boy, when you start taking on the responsibility of who is qualified to sail and who isn't, I personally think you're opening yourself up to a lawsuit.

'Joe' probably thinks what you did was right — to your warped way of thinking. But did you check out the captain before you judged him? I know this will never reach print, so I don't give a shit one way or the other, but whatever happened to freedom of choice? And what's you're next step? Is your staff and the Coasties going to decide who is or is not capable of daysailing? When the hell are you going to realize we have brains, too, and if we want to take calculated risks at sea, "we have the right!" Thank God I don't have to put up with a bunch of airheads trying to protect me from myself.

'Joe', if *Latitude* has the balls to print this, I say you worked long and hard to achieve your dream, don't let them take it away from you.

"And we'll sleep just fine knowing he's alive to make the choice!" You assholes! Can't you see you left him no choice? Why don't you just stick to editorializing, writing your articles and *leaving us alone.* We really don't need someone to hold our hand as we wander through the seas.

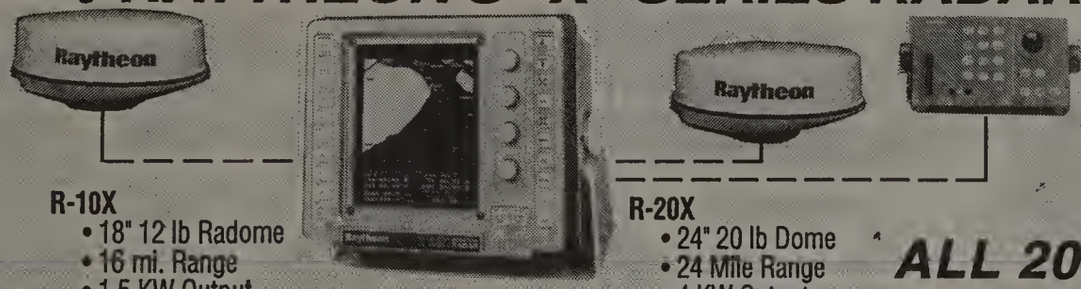
We just tore down the Berlin Wall — are we now building the USA Wall? Will every boat that leaves the States have to be approved as seaworthy by the Coasties and your omnipotent staff? Stick to what

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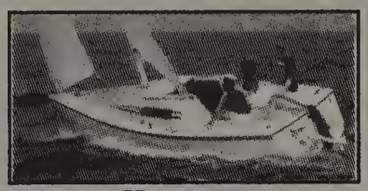
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LETTERS

you do best — writing a damned good magazine. Leave the sailing to us.

I know you think I'm out of line with my opinion, but I think you owe 'Joe' an apology, and if possible, some way to rectify the damage you've done to his faith in journalists such as you who take an interview and then decide in your sanctums who is and who is not qualified to go to sea. I'm sure "God", who is on your staff, feels he made a very wise decision when he called the Coast Guard. God bless him and all the misguided fools.

P.S. If you're sleeping well at night, dream of the dream you destroyed.

John S. Sloboda
Joliga II
Zihuatañejo, Mexico

John — It's always great hearing from you — even when you think we're becoming The New Oppressors.

While we admire your fervent support of freedom, we don't think things are quite as simple as you portray them. We suspect that you agree that it's a reasonable limitation of freedom of speech to make it illegal for someone to shout "Fire!" in a crowded theater. And that you wouldn't let a loved one try to around Cape Horn in an El Toro. But who knows, maybe you're a true believer in total and unlimited freedom.

As for us, we don't control the Coast Guard. If we did, they'd have different priorities. And as a matter of record, they rarely ever declare a "voyage manifestly unsafe". We accompanied Kenichi Horie when he departed San Francisco for Japan in his 9-foot boat, and didn't see any signs of Coasties who objected to the highly-publicized effort.

⇓⇑DESPITE MY RESERVATIONS

On the basis of your fervent exposition, Millie, my wife, intends to read *The Wrecker*. This despite my reservations.

Unfortunately, your recommendation that she read it in flight came after she flew aboard the space shuttle *Columbia*, so she'll have to settle for the mundane, but more commodious cabin of our Tayana 42 *Eudaemonia*.

Incidentally, Millie took the San Francisco YC burgee with her on the space shuttle, and it now hangs resplendent at our club. The 'other club' has a burgee that was taken to the top of Mt. Everest: Millie carried the San Francisco YC's one giant step higher.

George A. Fulford
Mill Valley

George — A woman with the intelligence, skill and bravery of your wife will simply love The Wrecker. *We have no reservations. In fact, we're now accepting nominations for "The Second Greatest Sailing Story (After* The Wrecker*)". You may begin sending them . . . . now!*

⇓⇑THE BEGINNING

In response to your request for 'berth announcements', we'd like to report that we're the proud 'parents' of *Genesis*, a 1979 Ericson 25+ that was delivered to us June 15th. We discovered her in your *Classy Classifieds*.

Obtaining *Genesis* marks the beginning of a cruising lifestyle for us, and the attainment of goals set many years ago.

We wish to give our heartfelt thanks to *Latitude 38* and Jimmy Buffett for keeping the dream alive. With all its problems, this is still "The most beautiful world in the world" and *Latitude* is a big part of it for us.

Steve Klonizchii and Cindy Nelson
Genesis
Forestville

Steve & Cindy — Congratulations! The longer you struggle to make a goal come true, the sweeter it is.

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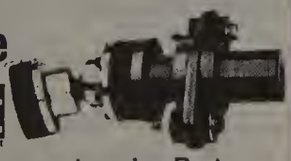
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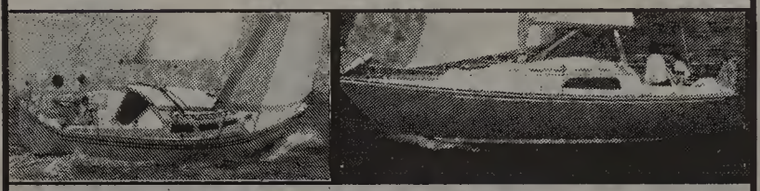
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LETTERS

And thanks for the kinds words; we'll try to live up to your expectations.

⇓⇑A DOG-LEG OFF POINT CONCEPTION

I want to relocate in the Bay Area and sail my Mariner 36 up there. If I have to singlehand, I'm contemplating coast-hopping from Long Beach to Port Hueneme, to Morro Bay, to Monterey, to San Francisco.

I took a navigation class some years ago, and our instructor, Gerry Bertram, a master navigator in several races to Hawaii, advised sailing out on a dog-leg off Point Conception, then turning back to arrive at the Golden Gate.

Can you give me your considered opinions on both options? One advisory had me sailing as far off the coast as 200 miles to avoid much of the turbulence encountered off points Arguello and Conception.

I know of the problems involved entering Morro Bay, but as for the rest, it seems reasonable enough. If you can assist me, I'd sincerely appreciate it.

Tom Batson
Soon To Be A San Franciscan

Tom — No matter if you were singlehanding or sailing with a full crew, we'd recommend coast hopping, stopping only when the weather made progress slow or difficult.

The way we see it, there are several 'gates' coming up the coast, each of which has a good anchorage just south of it. The first gate coming north is Pt. Dume, and you can safely anchor just around the corner at Paradise Park. Just a couple of hundred yards from Conception is Cojo, where you can comfortably ride out even the nastiest stuff while waiting for the weather to moderate. Morro Bay, Port San Luis and San Simeon are all good spots to wait for the weather to clear past Point Sur, which often seems to be as bad as if not worse than Point Conception. Finally, Santa Cruz is a good place to duck in before you make the dash for San Francisco.

The key to a good trip north is patience. If it's blowing 25 with big seas at Dume, Conception, Sur or Ano Nuevo, we'd suggest staying right where you are with a good book and a beer. There's no sense in trashing your boat or yourself if it's not necessary. Similarly, if you make it halfway to the next 'gate' and get caught in some really bad stuff, we suggest you not be too proud to put your tail between your legs and backtrack to the next secure anchorage. In the long run, it's usually the quickest, safest and easiest method.

Good luck and welcome to Northern California!

⇓⇑I HAD NOTHING ELSE TO DO

This letter will wander over a bunch of ideas.

One, Sea of Cortez Race Week. *Inspiration* just left Caleta Partida and the 9th Sea of Cortez Race Week. We raced over, setting a new record in the Wrecking Ball Division. (*Inspiration* is steel, displaces 34 tons, is 50-feet on deck and 65-feet overall.) But we weren't last, as we managed to beat Marnie Devine's *Vurdon*, another steel boat. Over 90 vessels appeared at Caleta Partida for Race Week.

Two, Computer use on yachts.

Peter Sutter's *Wild Spirit* letter in the April issue discussed using a laptop on 12V DC. I've been using computers aboard for over six years. I began with a Sanyo MBC 555 desktop, now passed on to another yacht. Currently, I use a 386-25 desktop with 16 Megabytes of RAM and two hard discs, one with 110 Megabytes and the other with 330 Megabytes of capacity.

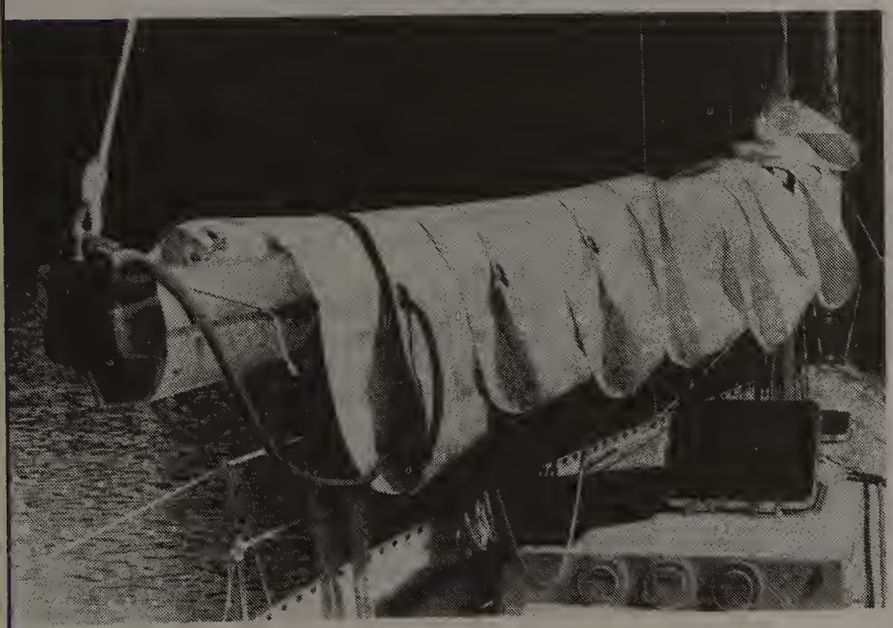
For those whose computers, like mine, require much more power than the 1.5 amps at 12V DC that Sutter's uses, I have a few comments. First, Sutter's phrase, "amps per hour" is common among sailors but not correct in a technical sense. Amperes, at any given voltage, measure power consumption. Power, for DC or purely resistive AC systems, is amperes times volts, and is measured in watts.

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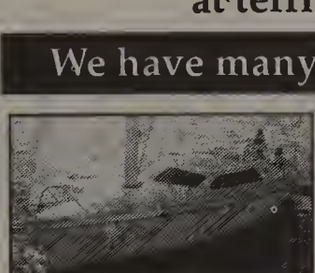
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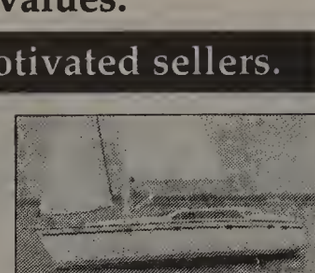
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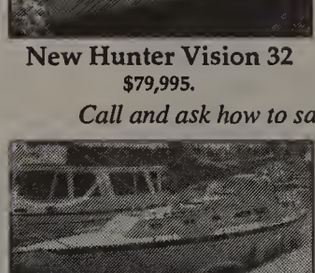


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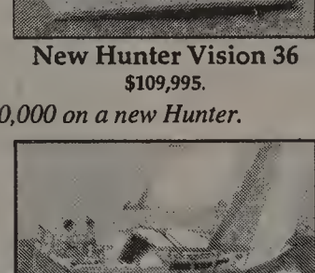


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Catalina 30, 1982
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22'	Catalina	1984	outboard w/trailer	5,995
23'	Ericson	1969	outboard	4,950
23'	Hunter	1989	outboard w/trailer	10,995
23'	Shock	1989	outboard w/trailer	15,995
24'	J/24	1980	outboard	12,995
25'	Catalina	1986	outboard, swing keel	10,995
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29'	C&C	1978	inboard, wheel	19,995
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30'	Newport 30 II	1978	diesel, full race, 12 sails	24,995
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31'	Searunner Tri	1984	outboard	14,995
31'	Cal	1983	diesel, wheel	33,995
31'	Hunter	1983 & 1984	diesel, wheel	starting at 32,995
35'	Formosa Ketch	1979	diesel, wheel	39,995
35'	Hunter 35.5	1989	diesel, wheel, aft cabin, Pacific Cup vet	78,500
36'	Islander	1974	diesel, wheel	39,995
36'	Islander	1977	diesel, wheel, clean up & save!	39,995
36'	Catalina	1985	diesel, wheel	59,995
37'	Hunter	1984	diesel, wheel, cutter rig, bluewater	57,995
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LETTERS

Ampere-hours (amperes time hours) measures battery charge o drain.

My computer uses nearly 200 watts. For 12V DC, one divides 20 watts by 12 to get the battery drain of some seventeen amperes - quite a lot for a 'house' battery bank, even one like mine of 56 ampere-hour rating at the usual 5-hour rate.

I always run my computer on a 12V DC to 110V AC inverte whether at sea, at anchor or at the dock. If I plan a long session, either start a generator (if at sea) or plug into the dock and charge th batteries while I am draining them through the inverter. Using th inverter completely isolates the computer's supply from any shor power or generator problems. I also try to use the computer in on long session each day to avoid the bad effects of starting and stoppin the hard drives several times a day.

Are you wondering why I have such a "powerhouse" of a compute onboard? I use it for personal financial spreadsheets, letters like th one, and for managing data bases I keep for an automobile club an for other reasons, but not for games. I bought my computer for th long run. I kept the Sanyo some eight years. It was too big also whe I bought it. But too big got to be too small in just a few years. Near 40 years of experience in the computer business taught me tha required computer capacity expands at an almost unbelievable rat For example, I sat in on many design session in the '50's when w tried to cut the cost of storage of a single bit to less than a dolla There are eight bits in a byte, and I now have 16,000,000 bytes RAM storage. Moral: If you plan a voyage of several years, get computer that is too big. It won't be for very long and new softwa won't run on an old, too small machine.

Four, Nonsense.

On page 86 there was an item "yard work". The explanation of "th whole nine yards" is clearly incorrect. Sailing ships of the line all ha four square rigged masts, not three. That is the definition of a sailin ship: four masts: fore, main, mizzen and jigger — all square rigge Barks had four masts, too, but the jigger was fore and aft rigge Barkentines have three masts, with the mizzen fore and aft rigge Each sailing ship mast had at least a course, upper and lower topsail upper and lower topgallants, and very likely a royal with perha skysails and moonrakers. Each of these sails needed a yard, makin for a minimum of five yards, and likely seven and maybe 10 yards p mast. Just for fun, look at the photo on page 101 of the April Issu where Corrina Burnley is holding a picture of a barkentine that h five yards on the foremast.

Alan Villiers' *The Way Of A Ship* is a good reference.

Six, English is a Secret Language.

May I add to Allen W. Katz' letter? Many of those who use the VH radio in Mexico, and I suppose in other parts of the world, seem think that English is a secret language, not understood where th are. The Port Captain in La Paz keeps a VHF radio tuned to the loc channel, 22. So do many Mexican citizens. I know for a fact that t head of tourism for Baja California Sur, Señor Ricardo Garcia So reads *Latitude 38*. (!Hola, Señor Garcia!). So when someone spea ill of Mexico or of the Mexicans, on VHF or in print in yachti magazines in the US, you can be sure Mexicans hear or read of Nothing may be said or done, as Mexicans are most forbearing a exceptionally polite to all, even to boorish tourists on yachts.

Seven — You're right! I had nothing else to do on a passage fro Isla Partida to Puerto San Evaristo. Wait until tomorrow when have a longer passage.

William F. Steagall,
Yacht *Inspirati*
Sea of Cor

⇓⇑AN EAST INDIAN TRADER IS BEING BUILT

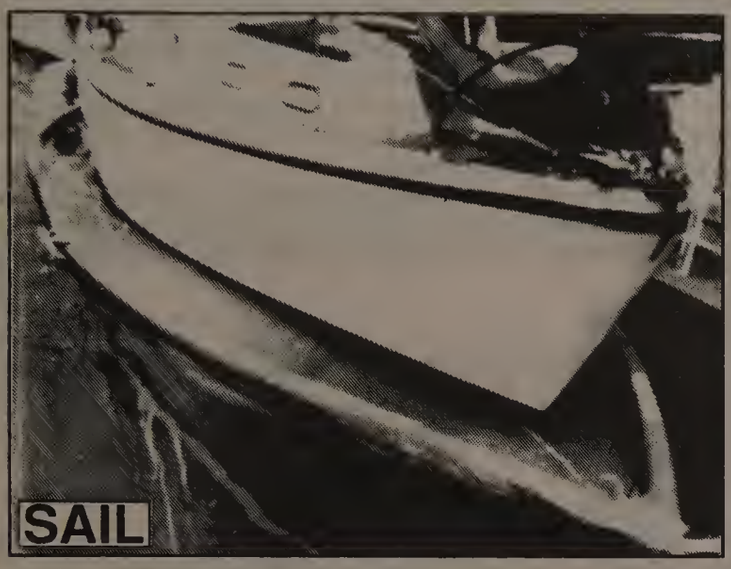
On my recent trip to Europe, I ran across a project that I thoug was so worthwhile and interesting that I should share it with yo readers.

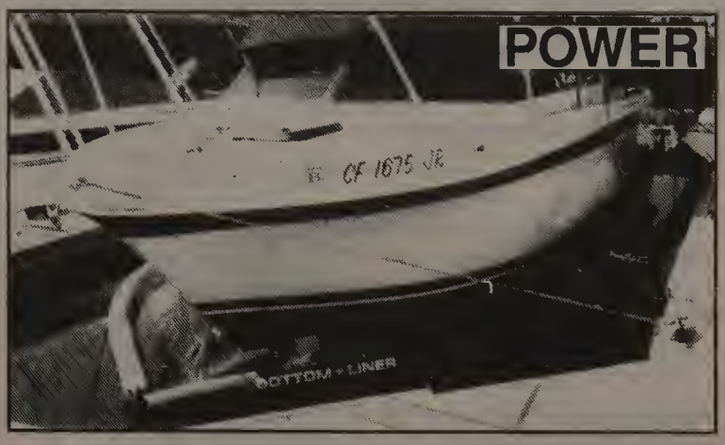
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The 10" (254 mm) handle is the industry standard. It's a length most people find comfortable to use and winch power ratios are based on this length. An 8" (203 mm) handle is faster because your hand travels in a smaller circle while grinding, but it also reduces the power of the winch by 20%. 8" handles are perfect for light air or for lightly loaded systems like spinnaker sheets that require more speed.

Double-grip handles allow a trimmer to use both hands and exert the power of the back and torso and also make it possible for two crew to sweat in the last few inches of a sheet or halyard.

Lock-in handles offer several advantages. The trimmer can leave them in the winch so it's always ready to adjust and they allow the grinder to put his full strength into the task of cranking without fear of the handle coming out of the winch. On the other hand, they are slightly slower to insert and the boat is not ready for a crash tack if there's a handle in the genoa winch.

Your winch handle inventory will depend on the size of your boat, but be sure to include 8" handles for speed, 10" handles for normal use, and double-grip handles for power trimming. All Harken handles feature ball bearing grips and international standard studs which fit all major brands of winches.

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LETTERS

In Lelystad, the Netherlands, a replica of a 17th century East India Trader is being built in what was formerly known as the Zuiderzee. The original vessel was the *Batavia*, which was completed in 1628 in Amsterdam. She came to an untimely end on the west coast of Australia, with murder and mutiny taking care of her 316 survivors.

A purist project, the replica is being constructed only with materials that were available three centuries ago. The many young men and women working on the vessel learn woodworking and other skills and receive a small stipend. There are also shops surrounding the ship that produce sails, rope and artistic woodcarvings. The ambitious project is being sponsored by the Royal Family and many Dutch companies.

Unfortunately, my visit was not perfectly timed, as the upper part of the masts weren't going to be put in until the next day. It was nonetheless well worth the visit.

The Batavia Project address is: Oostvaarderskijk 01-09, Lelystad, The Netherlands. It's hard to miss if you visit, as the silhouette of the ship is visible for miles. Visiting hours are daily from 1000 to 1700.

Jeff Polman
Petaluma

Jeff — What are the chances that San Francisco will ever build a replica of Flying Cloud or Neptune's Car? *Right, about as great as George Bush dumping Dan Quayle in favor of Jessie Jackson as his running mate.*

⇓⇑OUR SMALL VOICE OF PROTEST

Stanley Becker and Sandra Kay Barrett are the publishers of *Island Navigator*, a Florida Keys newspaper. The June 1992 issue featured a story by Mr. Becker entitled *Control of Waters Limited By Federal Rights to Navigation*. Captain R.D. Peterson, Chief, Aids to Navigation and Waterways Management Branch, 7th Coast Guard District, Miami, was quoted from a letter he'd written last year to the Key West Port and Transit Authority. In that letter he outlined the federal rights to navigation. I think you might find it interesting.

We are long term liveaboard cruisers who, having experienced the "abuse of power", sailed away in 1984. So that others back home may be privileged to live the good life afloat, whenever possible we add our small voice of protest against the abuses of power. We have written requesting absentee ballots, and encourage others to 'express themselves' in this election year.

Previous to our departure in 1984, we lived aboard and cruised within the United States for many years. We hope to return some day. We hope, if the Peterson letter is valid, it will serve to assist our cruising community as well as liveaboards.

David Eliason
Rebecca
South Pacific / Marathon, Florida

David — We did a feature on navigation rights in the April 1992 issue, a feature that relied heavily on the letters of and our conversation with Captain Peterson. Those who read it will recall that Peterson's encouraging interpretation of federal navigation law is just that, a personal interpretation. He cautioned that it is not necessarily the interpretation of all the other Coast Guard districts or even the Coast Guard in general. There's ample proof of this in Hawaii, where navigational rights seem to have about as much influence as a voice crying out in the middle of the ocean.

⇓⇑IT SHOULD NEVER HAVE BEEN PUBLISHED

For the most part, I read *Latitude 38* with great delight. The back of my car has stacks of back issues that I have trouble throwing away because of the valuable information in them.

But your June issue contained *Cruiser Confusion, Self-Defense or Murder?*, a very disturbing article. In my opinion, it should never have been published. The Mexican authorities had made their

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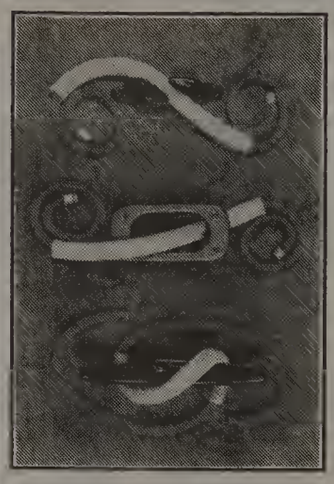
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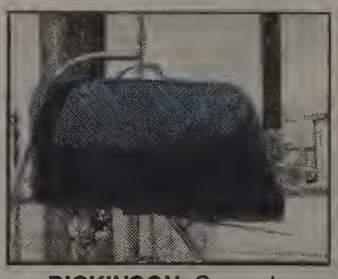
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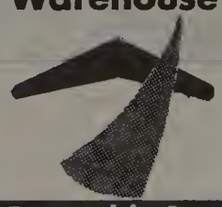
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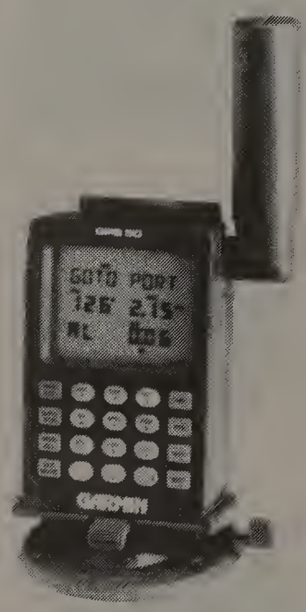
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LETTERS

decision about the incident and who is John Shampain or *Latitude 38* to question it?

It sounds to me as though Shampain had a personal axe to grind. This whole article is based on one man's — John Shampain — statements. He is the judge, jury, inquisitor, representative of the Mexican government and self-righteous so-called witness from 100 yards away on a dark night.

Another thing is your hang-up on the CIA. Why involve the Cufley's with the CIA? Even if they do or ever did work for them, what business is it of Shampain or *Latitude 38*? Just saying someone works for the CIA can endanger their lives. And why would the CIA be looking to use a 30-foot sloop? They can fly anywhere in two to three hours with much less difficulty.

In summary, I am disappointed with you guys.

Changing the subject a bit, can you send me the name and address of the owners of the reinforced Yorktown that returned from the Black Sea to Morro Bay? I have a reinforced Yorktown and would like details on the hard dodger that they added.

Dave Hodgson
1312 Alturas St.
Oxnard, CA 93035

Dave — You're not the only reader who was disturbed that we published the story, but we'll stand by our decision for several reasons.

First, if you'll recall the background, conflicting stories were already making the rounds of cruisers from the United States to Panama. Literally everybody cruising between the two countries was aware of the differing accounts. As such it wasn't an issue we raised as much as an issue we tried to bring order to by, if nothing else, eliminating some of the more outrageous versions that were circulating.

Secondly, what else do you do when a guy insists that two human beings were unnecessarily killed? 'Murdered' was the word he actually used. This is a guy who acquaintances said was believable. We never would have run the article had Shampain requested anonymity, but he insisted that he and his family be identified. This doesn't necessarily make his version correct, but it seemed to us we would have been negligent ignoring it. Keep in mind that what passes for 'justice' in Mexico — like the United States — is a very peculiar thing.

As for the alleged CIA connection, it was not that they were using the Cufley's boat, but that they allegedly used their influence to get Cufley off free. This was one of the weak points in the accusation, as it relied entirely on heresay.

And once again we'd like to emphasize, it's Shampain alone, not Latitude 38, *that has made the allegations. We're merely reporting that he's making the allegations. Frankly, we'll probably never know the whole truth. We do hope, however, that Cufley, as he promised, would forward a complete version of what happened.*

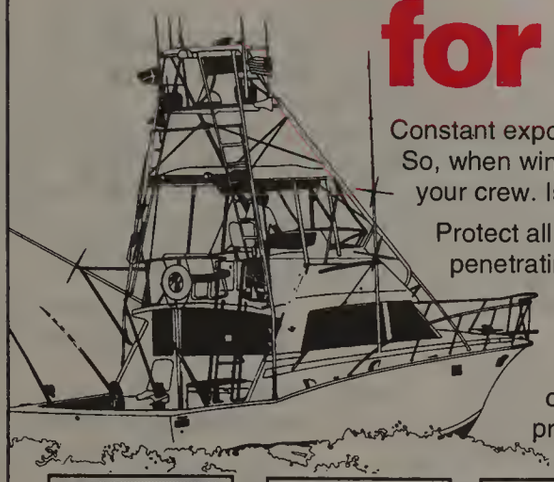
As for the Buckleys of Morro Bay, who visited 26 countries and covered 30,000 miles during their third cruise, we don't have a current address. Perhaps they'll write you at your address. Better yet, why not hop in your car and drive up? It's only two hours and Morro Bay is small enough that somebody has to know how you can contact them.

⇓⇑THE BEST WE CAN DO

Fairbanks is a long way from San Francisco and we can't get our boat up the Chena River, but *Latitude 38* helps keep the memories and our enthusiasm alive. Enclosed is a check that will assure us a steady supply. It doesn't matter that it arrives three weeks late; on Academy Awards night, we play the video from the previous year's awards because *those* are the movies we've had a chance to see.

We left Juneau in June of 1985 and returned last November — about two weeks after the northerly *takus* began blowing off the glaciers. Alaska's boom and bust economy is busting once again. The

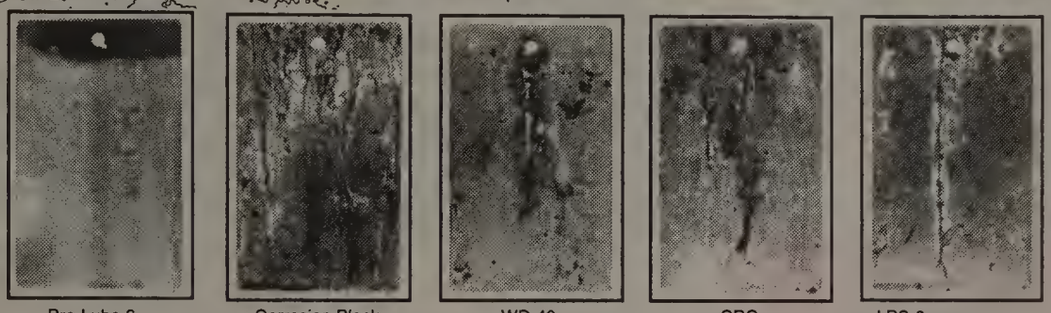
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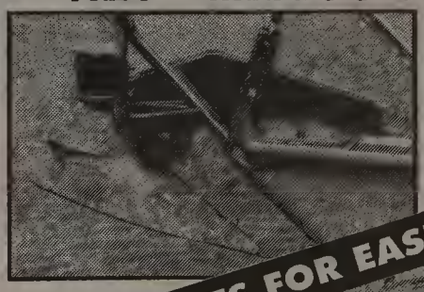
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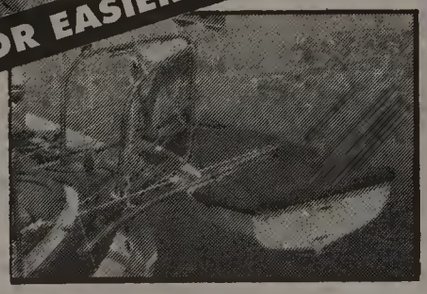
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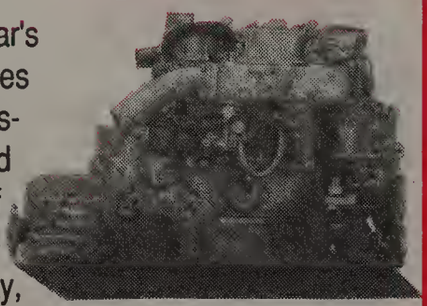
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LETTERS

upshot is that my husband ended up working at the university in Fairbanks while I'm here in Juneau working for the state — and living on *Uhuru*, our 26-year-old Cal 40.

So, for now, I get the boat and the harbor life while he gets your magazine. It's not really a fair trade, but it's the best we can do under the circumstances. And *Latitude* is the best — in a world's worth of ports and countries, we haven't found a sailing rag to equal it. For that matter, we've found few ports to equal San Francisco . . . but that's a different subject.

Marylou and Richard Burton
Juneau, Alaska

Marylou & Richard — Thanks for the kind words.

By the way, Marylou, you don't have to worry: it's really all over between Richard and Liz.

⇓⇑IS THERE NOTHING THAT CAN BE DONE?

Not being well-travelled and not knowing much about Mexico, the June article *Retaliation?* really caught my attention.

I hate to sound naive, but is that it? Is there nothing that can be done for Jonathan, owner of *Mermaid's Tear*?

I'm sure other readers like myself would like any updates if and when available on this situation.

Denise Lee
Alameda

Denise — The only thing we know for sure is that several American consulates in Mexico are aware of the situation. As such, they would have done everything they could to see that the man's sentence be reduced to something less harsh. 'Everything they can do', however, might not amount to much as Mexican judges are sensitive to allegations that gringos call the shots down there.

We also must remind you that we have no collaboration on the basic 'facts' of the story, and therefore it must be 'filtered' as such. It may very well have happened exactly as we were told, but based on our experience travelling in Mexico and other countries, we wouldn't collapse with surprise if we learned there was more to the story than we know. If anyone has more information about Mermaid's Tear, *we'd like to hear about it.*

As for travelling in general, many unusual things happen, which is why it's the pastime of the adventurous. If you're looking for boredom, it's best to stay at home.

⇓⇑MARINE FLEA MARKET

Do you know the dates of the flea market in San Diego for the Mexico cruisers? It is normally in October and my husband and I would like to fly down for that event.

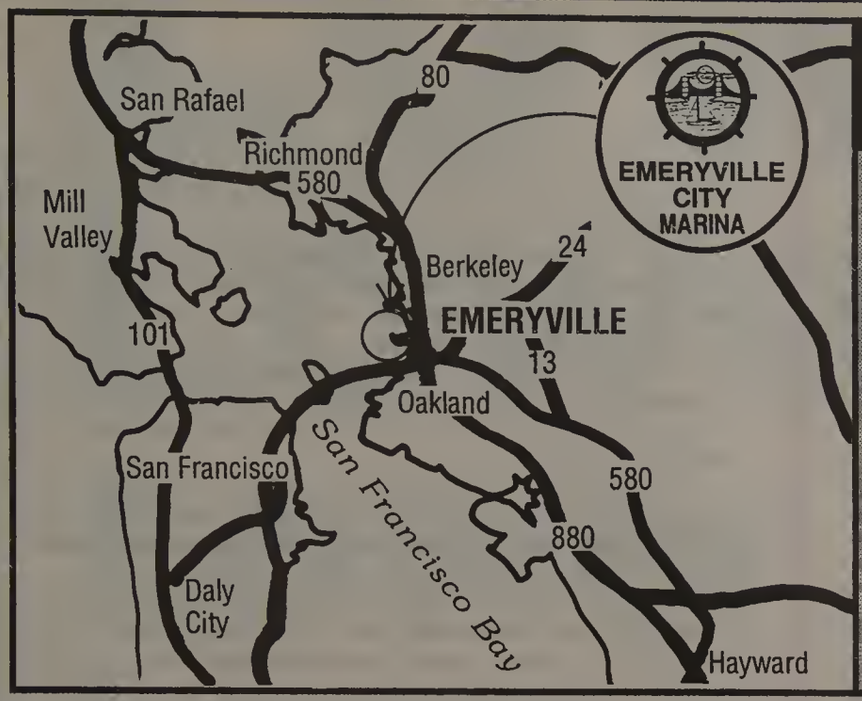
Audrey Foster
Stockton

Audrey — There are all kinds of marine flea markets in the fall, but we suspect you're thinking of the one at Minney's Ship Chandlery in Newport Beach. Their flea market is usually held in the middle of October, but they haven't picked a date yet. Call them at the end of August at (714) 548-4192.

⇓⇑YOU HAD A PARTY AND I MISSED IT

This January I had the pleasant experience of purchasing the new-to-me Rafiki 37 *Outward Bound* from Integre Marine in Oakland. My home is in the Los Angeles area, however, so ever since the first of the year I've alternated weeks between my home in the south and the boat up here in Oakland. I've met a lot of good people during my time here and will miss the area very much.

I have spent much of my time since January catching up on the deferred maintenance needed to put *Outward Bound* in proper cruising shape. I redid the mast with all new rigging, lights and wiring.



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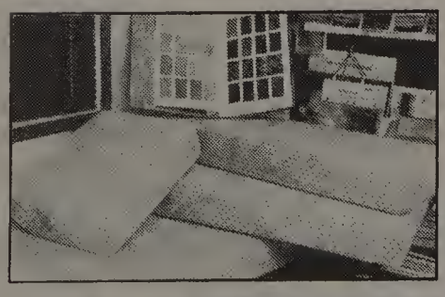


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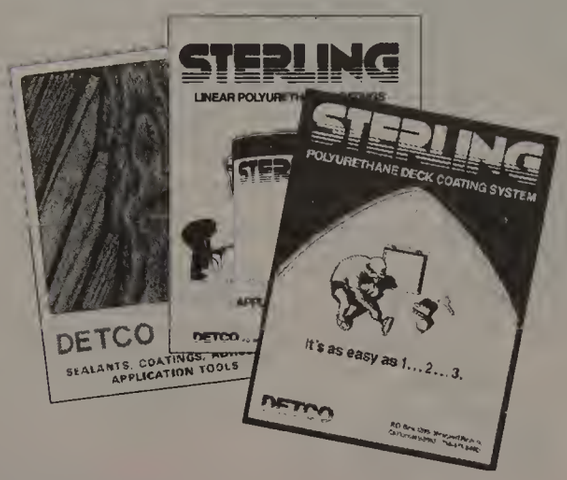
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LETTERS

I've overhauled just about every pump on board, the stove and heater, water system, electrics, replaced the drive shaft and epoxied the bottom. I'm about to start on the woodwork.

Reading *Latitude 38* gave me a good feeling for Northern California, the people and the sailing community. Your publication has been very good for me and I've enclosed my subscription so I won't miss any future issues.

However, I've kicked myself many times lately for not watching *Latitude*'s calendar with more diligence. As a result, I missed your Crew List Party a couple of months back — which was to be the highlight of my stay.

Do you have any suggestions on how I might catch up? My intention is to cruise Southern California this year and look forward to Mexico next season. A DWM in my 50s, I'm looking for a trim DWF in 40s to keep me company and share experiences.

A week ago Sunday I sailed out the Golden Gate and had a very pleasant trip south by way of Monterey, San Luis Obispo, the Isthmus and finally to my boat's new home port of San Pedro.

C.F. Endres
Lancaster

C.F. — The 'Looking For Crew' section of the Classy Classifieds *is a great place to try to find crew. You may also want to revisit the Bay Area for our Mexico-Only Crew List Party in late September.*

⇓⇑BROADENING MY SEARCH

I have been reading the *Classy Classifieds* recently looking for opportunities to be part of a delivery or cruise. Your classifieds have been very useful, but I'm also interested in broadening my search to include excursions on the East Coast as well. Could you recommend a sailing periodical for similar opportunities on the East Coast?

Matthew G. Naglar
Berkeley

Matthew — Cruising World *is probably your best bet in terms of magazines. There is or at least was a crew clearinghouse in Fort Lauderdale, but we're not sure of their name, whether they still exist and how much they charge. Perhaps a reader could help.*

⇓⇑IT'S NICE TO KNOW THAT SOME THINGS NEVER CHANGE

Thirty years ago, on August 3, 1962, my parents, Dick and Meg Wilson of Elk Grove, took delivery of Triton #374 at Hank Easom's yard in Sausalito. Although it was our family's second boat, it was the first new one. Hence her name, *Answer*. She was the 'answer' to a lot of hard work and prayers.

My brother, now 38, and I, now 40, grew up on that boat. Our entire family had many experiences and memories we would never trade for anything.

Answer is still a member of our family, and a third generation of sailors is coming up on her stable decks. In this world of disposables, isn't it nice to know that some things never change! Congratulations Dad, Mom, and *Answer*, too! May there be many more years.

Nancy and Steve Cotterman
Pleasant Hill

Nancy & Steve — Your story really warms our heart. Good on all of ya!

⇓⇑THREE PHONE CALLS IN TWO WEEKS

Recently I wrote to your editor and pleaded for help regarding a manual for my Yanmar 9 h.p. diesel and information regarding the Edsen Boat Company.

Within two weeks I have received three phone calls. Jerry from North Hollywood had three Yanmar manuals, copied them and sent them to me — along with the names of two shops in his area familiar

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LETTERS

with the engine. I also got a call from Bob of Eureka who knew about the Edsen Boat Co., now out of business. Although his account of the history of the company wasn't as lively as yours, it sounded more accurate.

Thanks for your help — and proving that "it pays to advertise." I hope all the people I meet rigging this boat are as nice as the people I met through *Latitude 38*.

Gary Holm
Jacksonville, Oregon

⇓⇑THE MOLDING I SEEK

I have a 1978 Cal 39 and need help in finding some replacement interior trim molding.

I've been advised that Cal Boats, most recently Cal-O'Day, has gone out of business. The molding I seek is about 1/16" thick, 3/4" x 1 1/2" L-shaped white plastic extrusion for the companionway opening. TACO, the only supplier I've been able to find, only has it in 3/16" and black vinyl.

Do you or any of your readers know of any manufacturers or suppliers of white plastic trim molding? I suspect owners of other discontinued boats face similar problems.

Roger H. Bohl
Danville
510-743-1133, FAX 510-743-1193

Roger — We hope our readers will be able to help you as much as they helped Gary with his Yanmar.

⇓⇑A BOOK THAT WILL KEEP YOU OUT OF TROUBLE

Regarding Stephanie Teel and Jill Patton's July letter about pirates and the safety of women sailors, may I suggest a book my wife, daughter, and many female friends have read: *Armed & Female* by Paxton Quigley (or maybe it's Quigley Paxton).

It's a serious book that will keep you out of trouble and the twilight zone.

I read it only after being left out of too many female conversations. It is excellent and certainly has changed my way of thinking about protecting oneself on land and sea.

O. Schneider
Oakland

⇓⇑USE COMMON SENSE AND MEXICO SHOULD BE NO PROBLEM

We're writing in response to Stephanie and Jill, who are taking *Noelani* to Mexico this winter and are wondering if they'll be safe.

We, too, have been an audience to many horror stories about the dangers of cruising in Mexico. What blows us away is that the unsolicited horror stories are usually second-hand or told by people who have never done extensive cruising.

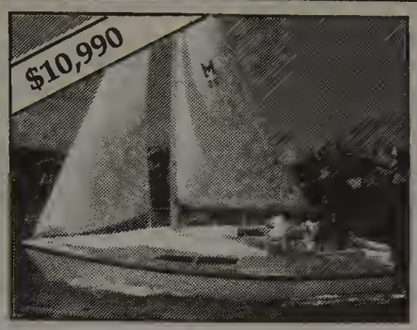
We fully agree with the comments by *Latitude*: if you can handle yourself in large American cities and use common sense, you should have no problem in Mexico. So, go for it!

One of the books we've found helpful is Carl Franz' *People's Guide To Mexico*. Although the author didn't visit Mexico by boat, much of information he gives has been confirmed by people who have been there.

See you in La Paz!

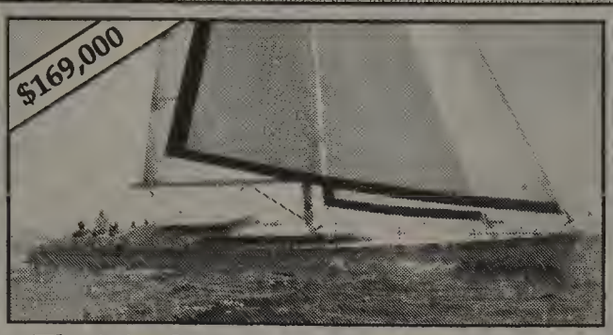
Leanne and Dave Smith
Emma, Cheoy Lee 32
Newport, Oregon

Readers — No one should be allowed to cross the border into Mexico without having read Franz' excellent book, which is at least as entertaining as it is informative. Franz helps you understand the people of Mexico, which is important because they don't view the world the same way as we gringos do. He also seems to know



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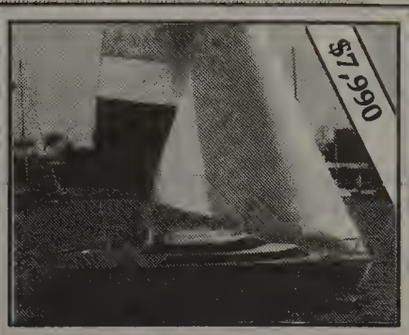
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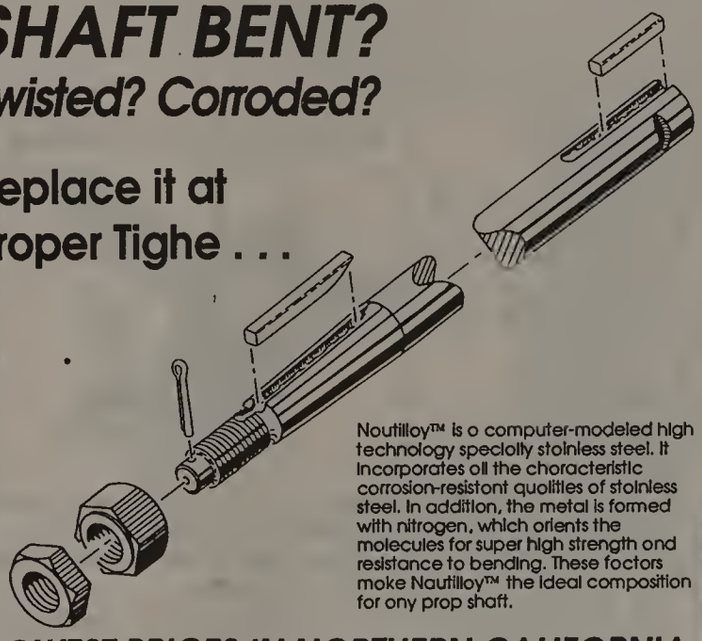


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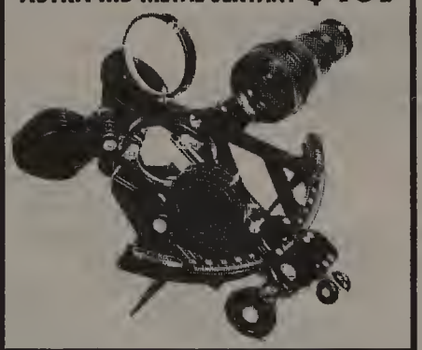
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LETTERS

everything about Mexico and Mexican culture. Chilies, for example:

"Chilies are not only a source of food and vitamins, but play an important role in Mexican humor. Chili is synonymous with penis and the jokes are limitless. A brand of canned chilies is called 'El Lloron'; the label shows a Mexican 'charro' (cowboy) biting a large chili as tears stream down his face. The double meanings are as interwoven as a basket.

"The Habanero is the dreaded and deadly Yucatan killer, known by the Mayans as the 'crying tongue'. The hottest chili in Mexico and not one to fool with lightly. A piece the size of a pea will transform your soup into liquid fire. I once overdosed on habaneros in a small restaurant in Quintana Roo. I fainted right into my plate of food."

That's just a fraction of what Franz has to say about just chilies, and is indicative of why no southbound cruiser should leave home port without this book.

⇓⇑THE OPTIMIST THAT I AM

The 41st annual Boreas Race, held on July 3rd, was a record-breaking success! This short ocean race, sponsored by the Elkhorn and Oakland YCs, started from the race deck of the venerable St. Francis YC and ended at the 'A' buoy off Moss Landing in Monterey Bay. At least that was the plan. Nineteen boats started, 19 boats were swept out the Gate with an ebb tide, and all 19 boats ran out of wind somewhere between Pillar and Pigeon Points.

Being the "glass is half full" optimist that I am, I consider the results of the race a 19-way tie for first! Not buying it? Well, any time that I see people hop off their duffs, organize and participate in anything having to do with messing around in boats, I see winners.

The awards ceremony was, understandably, abbreviated. However, I would like to publicly announce the 'winners' of this fine, though unpredictable ocean race. First, the Oakland YC Hospitality Award goes to Margo and John Billmeyer for taking care of all those little details that make a race happen, and for making all us 'barge rats' from down south feel so comfortable in their beautiful clubhouse up in the big city. The San Francisco Race Committee of the Year Award is presented to Harry Young and Robin Murphy for handling the start from the St. Francis YC in such a professional manner. Honorable mention is extended to OYC Staff Commodore Denis Murphy, Skipper of *Irish Lady*, and PG&E for helping us obtain funds that assisted in defraying the substantial costs of sponsoring such an event.

From our end of the world, the Moss Landing Millennium Race Committee Award goes to Fleet Captain Toby Hickman and Rear Commodore Dr. Mellisa Holton, for superlative organization; Port Captain Tami Lee for her assistance in handling the challenging job of finding berths in the wee hours for our visiting yachtspeople; Brian and Maryann Steiger, Tod Otis, 'Doc' Howard Jones and Adam Smith for standing rather tedious watches in the radar van through the long night. The World Famous Elkhorn YC Galley Slaves provided 24-hour food service for the weary crews and receive the Paul Prudhome Award for Quality and Quantity. They include: Nancy 'You Can't Control My Wife' Ackerman, Ralph and Floydeen Dommer, Alma Asmus, Delores Southhall, Nancy and Delbert Duncan, Rob Nichols, Paul Bowering, Rosie Jacobson, Ursula Grunwald, Kim Jones, Lew McCrery, Paul Anthony and Mike Clifford.

Of course, all of the racers who participated are the ultimate winners and deserve a first prize, if only for braving the open sea and all that she can dish out. The Santa Cruz 50 *Dolphin Dance* wins the Realist Award for being the first to see the futility of the situation, and for being the first boat to quit the race while winning. The first of the few boats to enter the Moss Landing Harbor, *Ventana*, a Toshiba 42, is the recipient of the Tortoise 'n Hare Award and also the Ball and Chain Award for towing the Moore 24 *Mal de Mar* (what the hell kind of a name is that for a boat?) for eight hours from Pigeon Point. *Mal de Mar* incidentally wins the coveted Murphy Award for losing her outboard motor fuel line at the start, and thus requiring the

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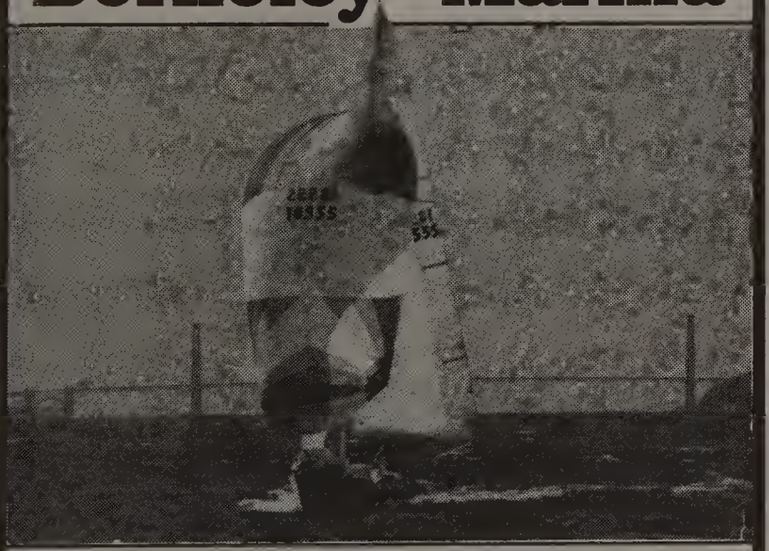


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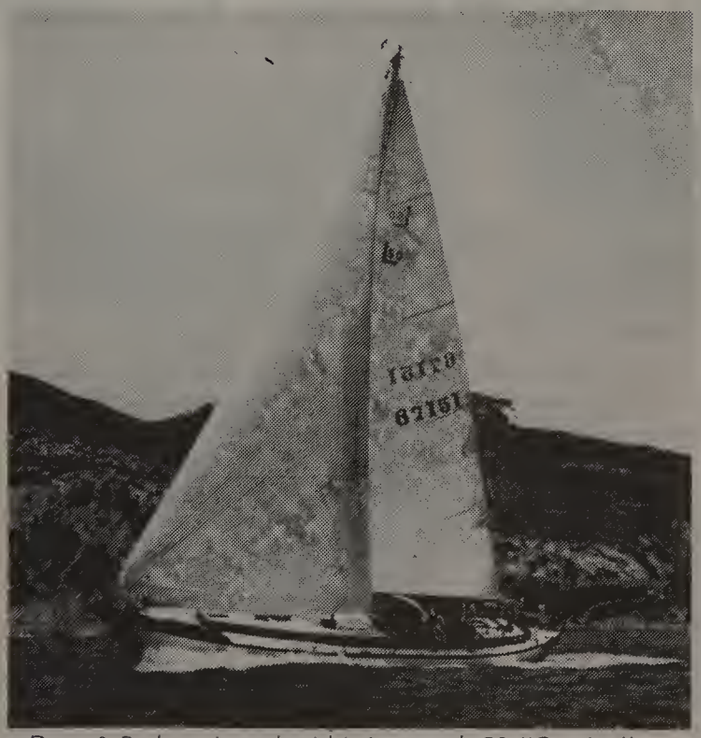
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LETTERS

aforementioned tow.

As for Boreas, God of the North wind, he sends his apologies for getting trapped in pre-holiday traffic trying to leave San Francisco on 19th Ave. He is very sorry; so are we as he missed a good party.

But there is always next year and I have a plan that will almost guarantee near gale winds for the 1993 race. I am, like many other *Latitude* readers, a closet sailor. That is to say I am 'propulsionately disadvantaged'. Inasmuch as there once was a powerboat division to the Boreas race in the '50s and '60s, I challenge all comers to a Predicted Log division next year. That'll be sure to bring up the wind!

Brian P. Ackerman
Commodore, EYC
Moss Landing

⇓⇑WE APPRECIATE YOUR OFFER

I'm responding to Bill Steagall's May letter regarding the terminology used in our advertising. Unfortunately, the majority of our customers are not electrical engineers, so we try to word our advertising so that they might understand the general concept. We appreciate Steagall's offer to educate us on the use of Ampere-hours, and maybe we can reciprocate the education by forwarding him the enclosed brochure and technical information on the Glacier Bay systems and HFC-134a refrigerant gas.

Steagall's second guess was correct: the system used in our ad consumed 17.5 ampere-hours in a 24-hour period; the box was not necessarily well-insulated (three inches of foam); and it was not November in Los Angeles. We are quite impressed and pleased with the performance of our line of refrigeration systems — and so are our customers.

This particular vessel referred to in the ad is the Freya 39 *Juanita*, owned by a very nice couple who as of June were cruising San Diego and headed toward La Paz, Mr. Steagall's neighborhood later this year. If Mr. Steagall should be so inclined as to inquire with them about their system, they are very technically oriented, installed the system themselves — and so far been more than willing to show it off!

Anders Johansson
Swedish Marine
Richmond

⇓⇑WITH THE NAME AND DATE

You've finally put the page numbers on the *outside* of the pages along with the name of your publication and the date. It's great for finding and keeping articles. Thank you very much.

Dennis Cartwright
Genesis III
Mountain View

Dennis — The first rule of being a successful publication is being responsive to your readers' desires. Readers wanted the page numbers and the date on the outside of the pages, so that's what we've given them. True, it took us 15 years to do it, but we finally did it. And we're glad you're happy about it.

Now if we could just do something about that screwy Sightings *layout!*

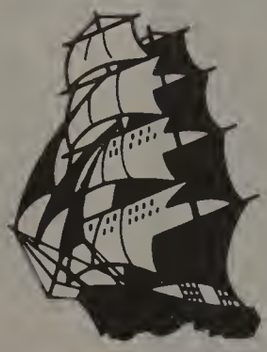
⇓⇑IT'S A SPIRITUAL THING

I have the answer!

The question appeared in the July issue when Michael Pope wrote in about the mysteries of hand-starting a diesel engine. Since I have 'the answer', I was thinking of sponsoring a weekend retreat in Big Sur at a cost of $850 per participant to disseminate the information. But on the off-chance that I might be rewarded with an XL Roving Reporter t-shirt, I've decided to share my secret with your readership.

When we bought our boat, one of the major selling points was that she was equipped with a Volvo MD-2B diesel. We liked the idea of being able to hand-start the thing in an emergency. I was acquainted

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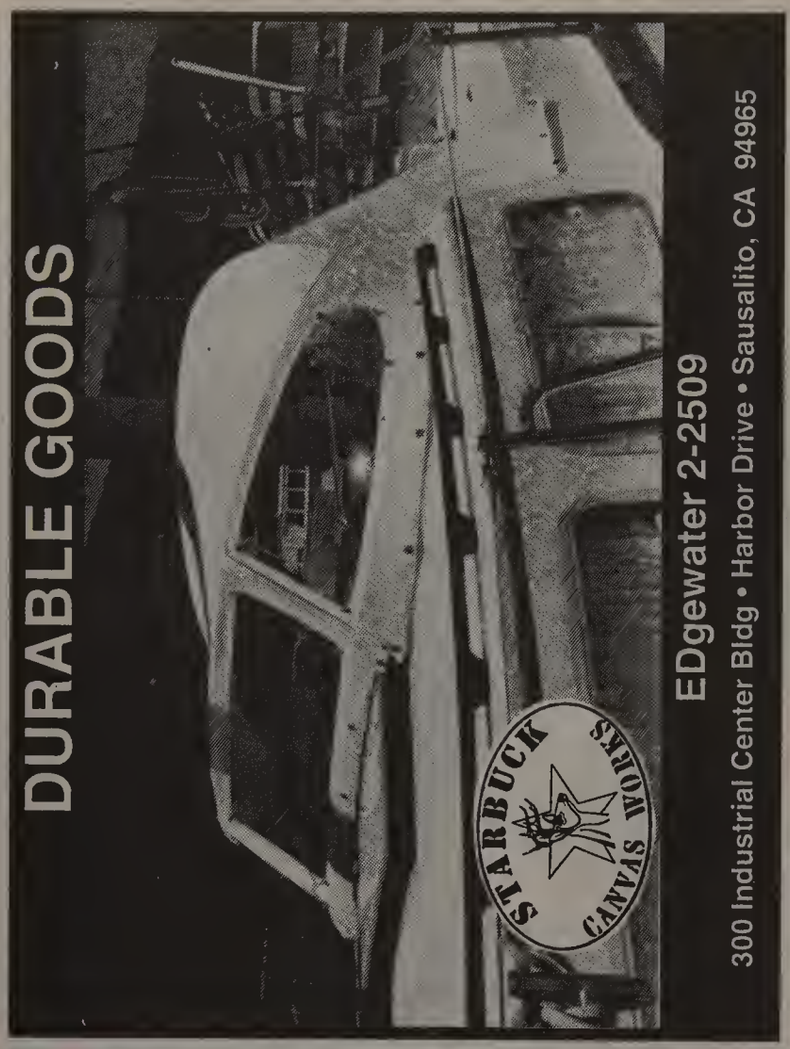
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LETTERS

with the boat and knew the builder, a guy who was so traditional that he didn't put an electrical system in the boat when he built her. He and his family nonetheless cruised her extensively through the South Pacific, relying upon kerosene lights and hand-starting the diesel. Subsequent owners had installed electric lights, radios, and an electric starter/generator.

I was eager to try out my new toy and it wasn't long before I tried to hand-start the engine. *No way!* Then, like Mr. Pope, I began to search for the secret. I tried to start it when I was fresh, I tried when I was scared, I tried when the engine was warm, I tried when the engine was hot. I even tried pre-heating the air intakes with a propane torch and I tried having two of us working together. Nothing even came close to working!

I asked around the harbor and found other owners of MD-2Bs. None of them could hand-start their diesels. Finally, I contacted the ex-wife of the builder. She assured me that her husband had hand-started the engine zillions of times during the years they had cruised and it had never failed to start. I suggested that her husband might have been an Olympic power-lifter; she assured me he had a normal build.

She gave me his address so I wrote him in search of enlightenment. Soon the mailman brought the reply. The Master had graciously shared his secret with me and now I shall share it with your readers.

The Master said that he'd never try to start the engine until he had convinced himself that it would start. He'd think positively until he convinced himself it would start. Knowing it then would, he'd just crank it and hit the compression lever with his chin. He said the tough part was bending over to reach the compression lever while still cranking.

So there you have it, it's a spiritual thing! Everyone who has huffed and puffed harder and harder to get their diesel started has been following the wrong trail.

No doubt you are wondering how long it took me, once I had the secret, to successfully hand-start my Volvo. Well, right after that letter arrived three years ago, I assumed the Lotus position and began cranking. To this day, when I find myself in a sporting mood, I convince myself the engine will start and give it a few cranks. If I am ever successful in actually getting the engine started, I will write you again.

Meanwhile, in this era of New Age consciousness, I feel qualified — no, obligated — to share my knowledge with all who seek it. After all, those who can, do; those who can't, teach.

Peter Nicolle
Rise and Shine
Ventura

⇓⇑MUTUAL COOPERATION

The Sausalito Tall Ships Society is sponsoring five partial cadet scholarships on the *Kaisei*, a vessel owned and operated by the Sail Training Association of Japan.

The *Kaisei* is a 151-foot brigantine used to bring people together from all nationalities to share a vision of mutual cooperation and understanding.

The two-week sail will originate in San Diego on September 10 and end in Sausalito on September 25 at the annual Tall Ships Society Vintage Boat Show. For additional information call (415) 332-1727.

Ed Griggs
Director of Communications
Sausalito Tall Ships Society

⇓⇑THE SECRET IS TO OPEN THE DECOMPRESSION VALVE

I have a Volvo MD-2 diesel engine that was put in my boat when she was built in 1969. During the intervening 23 years I've had to

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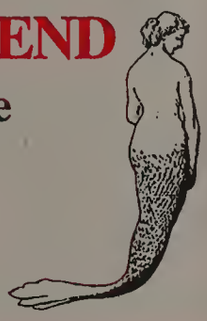
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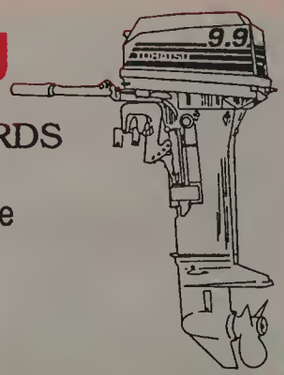
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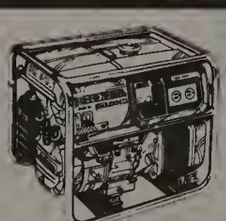
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LETTERS

hand-start the beast six or seven times by hand. Never easy and sometimes impossible, here's how I've done it:

Typically, the engine has to be hand-started because the battery is either partially or completely dead. Depending upon how much or how little juice is left in the battery, there are two ways to start the engine manually.

Method #1, flat dead battery, requires two people:

1. Advance the throttle at least halfway;
2. Close the choke, which on my engine is the brass button on the back of the engine.
3. Open all the cylinder decompression valves, which allows you to develop the maximum RPMs humanly possible with a hand-crank. When you have the flywheel spinning as fast as you can...
4. Have your partner close one decompression valve. Hopefully you'll have built up enough momentum to carry the diesel through the resistance created by the closed valve. Continuing cranking the flywheel furiously, and as the closed cylinder starts to sputter and kick, have your partner close the other valve. Continue to crank as hard as you can.
5. As the engine coughs, sputters and stumbles, adjust the throttle to smooth it out. Once the engine is up and running, be thankful.

Method #2 is for when the battery still has some life left. I don't know how many people are needed, as it depends on where your engine and starter switch are located. I need three people — cranker, valve operator and me — on my boat because everything is located too far away from everything else.

1. Advance throttle at least halfway;
2. Close the choke;
3. Open all decompression valves;
4. Crank flywheel while someone pushes the starter button. This way you get whatever power the battery has to help you crank the engine. And believe me, it's a lot easier this way.

As soon as the RPMs are as high as you're going to get them, start closing the decompression valves, one at a time as the cylinders start to fire. Keep cranking and using the battery until the engine starts to run on its own.

In both methods, the secret is to open all the decompression valves and develop as many RPMs as you can. Then close the decompression valves one at a time as each cylinder starts to kick over.

Both methods are unbelievably hard work, but I've never had a problem starting my engine if it had been running sometime during the day. Even next morning starts are usually successful. But trying to start the MD-2 after it has been sitting for more than a couple of days, is, given human endurance, virtually impossible.

Admittedly, my old MD-2 is not one of the newer 2000 series engines, but it's still a diesel, and it's still a Volvo. So what works for me may also work on the 2000 series.

Maybe I should buy a second battery.

Dwight R. Messimer
Mountain View

⇓⇑A FEW SHORT, FIRM STROKES

Three rules for the easy hand-starting of diesels:

1. Clean injectors, which should be no problem in the U.S.A.
2. Good compression with 100% decompression.
3. Thin lube oil for ring seal.

How to start a diesel the first time, every time:

A. Open all cocks and drive parts so there is no load.

B. Make six to 10 squirts of 30 weight oil on the rings — through the tube or glow plug holes.

C. Open governor and decompress 100%.

D. Crank over easy several times and then with free hand feel up her injector tube. If she is coming on with a noticeable throb, the injector is working with no air.

E. Bond with her mass. Slow at first, crank up kinetic energy, up

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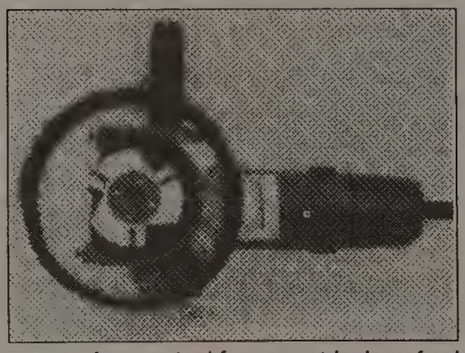
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Olympic Circle Graduate, Michael Szudy

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LETTERS

and up, past the point where you think she'll start. Keep going up and up past the point of spontaneous orgasm. Finish her off with a few short firm strokes. Compress. Power down and enjoy the after glow.

Once you do it, you may never go back to an electric start again.

Frank Henry
Novato

⇓⇑A LITTLE HELP FROM A FEW DROPS OF OIL

I have a few comments on hand-starting diesels. As an engineer in the British Merchant Marine, it was a weekly event to attempt to hand-start the lifeboat engines. Some started easily while others proved difficult — even when the ambient temperature was in the 90s. Aside from this weekly start-up, these engines saw no hard work and ran at little or no load — which is what made them difficult to hand-start.

In order to start a diesel you need air and fuel that is clean and free of water. The next prerequisite is heat, which comes from compressing the air sufficiently to cause enough molecular friction to attain a temperature that will instantaneously ignite the injected fuel.

You know how hot your bicycle pump gets when you inflate your tires? This is what happens inside a diesel when the piston rises against closed valves and the fuel is injected at precisely the correct time to ignite, expand and push the piston back down from whence it came — and produce power. (Sailing sounds much simpler and safer at this juncture).

If your batteries are down and you are lucky enough to have a hand-starting option on your engine, *you* are the unfortunate one who has to provide the cranking power to deliver the force to create the necessary heat to start the engine. And while your electric starter has several seconds to crank each cylinder several times and produce a slight build-up of heat to eventually cause combustion, unless you're affiliated with some macho body-building fraternity, you normally only get one swing at it.

As decompression devices and pre-heaters vary from engine to engine, owners must read their manuals to learn how to use these aids.

Hand-starting is where a few drops of 30 weight oil, introduced into the cylinders through the inlet, becomes a big help. Use only a few drops as too much oil will cause a hydraulic lock that can seriously damage the engine. Once the drops have administered, ease the engine over slowly to spread the oil. The oil lubes the cylinder walls and helps to make a better seal which produces more heat — and thus hopefully tips the delicate balance from not starting to combustion.

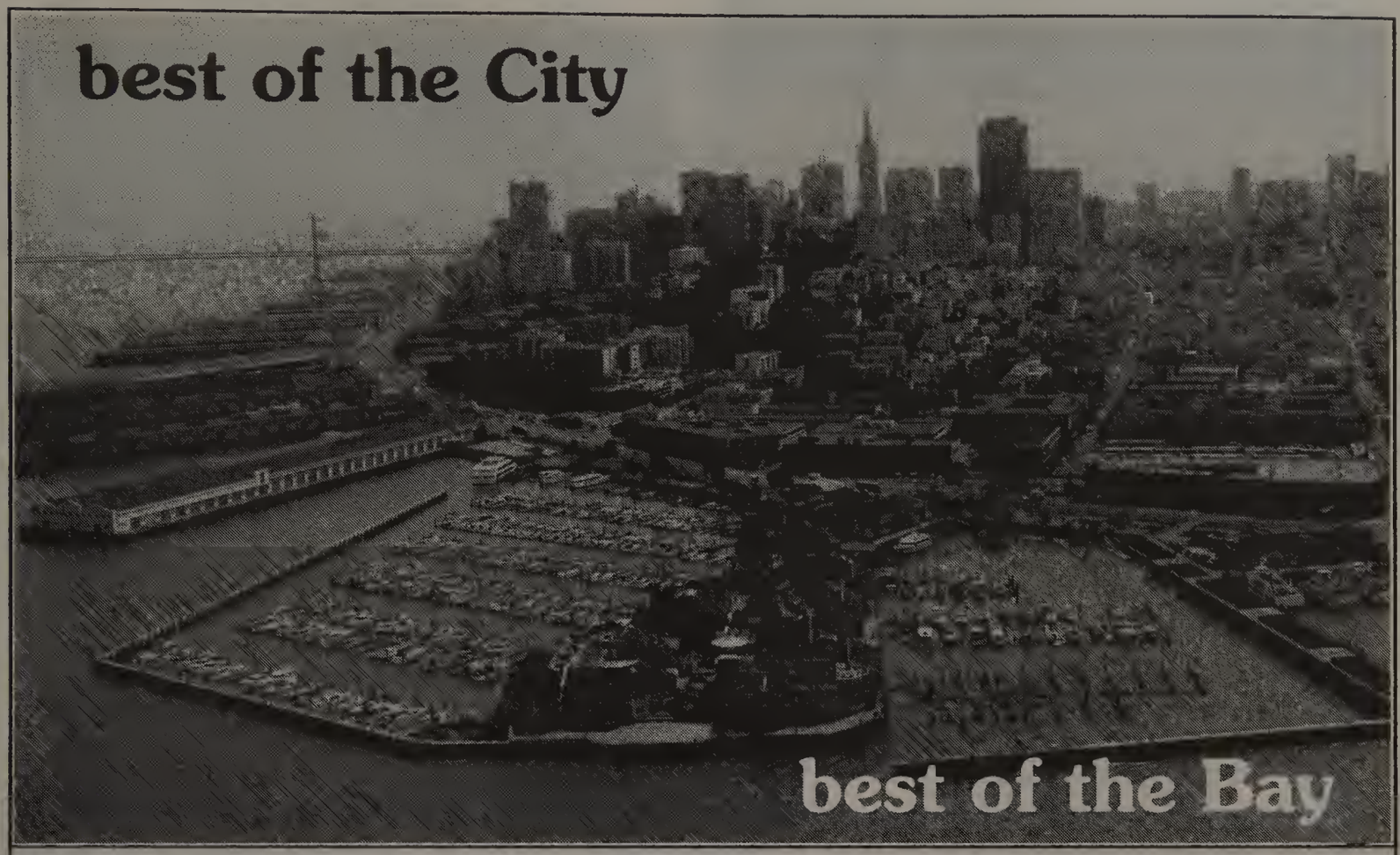
The loss of compression in a diesel is an indication of wear. Or — and more likely in the case of a sailboat diesel where the main engine is mostly run at light load to charge the batteries — an indication of glazed cylinders. It is an engineering fact that diesel engines perform best and last longest when they are subjected to the load that they where designed for. This is normally 75 to 90% of their rated output. Below such loads, components do not reach their operating temperature, pressures are generally lower than designed for, and consequentially the engine can and will suffer.

Many cruisers use main engines to charge their batteries with a 'high output' alternator that, at best, charges the batteries at 14.8 volts at an average of 100 amps. This roughly equates to 1500 watts or about 2 horsepower — hardly the load a 40 h.p. diesel should be running at. In short, this type of engine *abuse* will result in glazed cylinders, which in turn leads to difficulty in starting, blow-by, oil contamination with carbon and semi-burnt fuel, which results in premature engine wear and eventually complete failure.

As such, it wouldn't surprise me if Michael Pope, with only 400 hours on his 2002 Volvo, had a problem hand-starting his diesel — *if* his engine had mostly been used to charge his batteries at anchor.

My company, Wilson Marine Developments, is currently working on a solution to this common type of diesel abuse. In short, an

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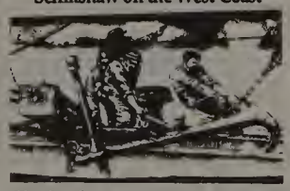
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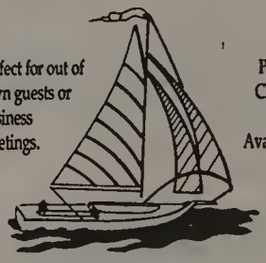


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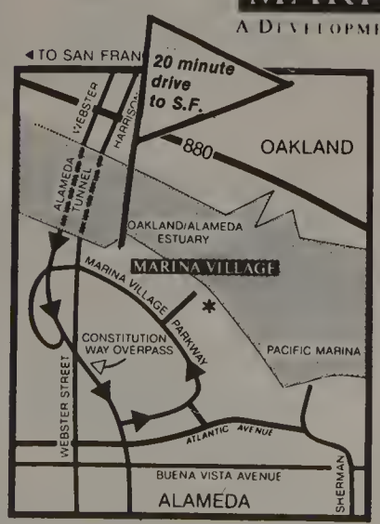
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P.S. A *tranche* is French, for a 'slice' or 'cut'. It's on every pack of sliced bacon in French Polynesia — as only those who can afford it have probably noticed! Fortunately though they haven't got into 'tranching' their baguettes, which together with the chilled New Zealand lamb were the only fair prices I found in French Polynesia.

Michael P. Wilson
Marine Surveyor and Consulting Engineer
Sausalito

⇓⇑YOU HELPED US FIND THE BOAT WE WANTED

I wanted to let you know about our recent venture into sailing.

Early this month we bought *Whisper*, a 1986 Ericson 28 through Bill Gorman Yachts in Alameda. I've only been sailing a couple of years, having owned a Montgomery 15 on Tomales Bay since the fall of 1990 and completing the series of courses at Olympic Circle Sailing Club in Berkeley last fall. Now I'll spend as much time as possible on the boat with my wife and 8-year old son, learning to become a 'real' sailor. We have dreams of cruising some day.

We enjoy your magazine immensely. It helped us a great deal in finding the boat we wanted.

Douglas Gilbert
Inverness

Douglas & family — We're glad we could be of assistance and delighted you took the time to tell us about your purchase. The Ericson 28 is a fine boat, one we're sure you'll enjoy.

As for this business about becoming a 'real sailor', you already are one. Like all the rest of us who sail, you're simply learning to become a 'better sailor'.

⇓⇑THE PROPELLER COULD ROT OFF

While reading Max Ebb's enjoyable column on weather faxes, I remembered an interesting experience I had with AEA's PK232 during hurricane season in La Paz. It was an incident that could have easily seen my boat catch fire.

(I'm not singling out AEA. Any device that is a link between a properly installed Ham transceiver — proper installation includes adequate grounding — and any device that plugs into a dockside power system, can set a boat on fire!)

The first thing a prudent sailor should do is be certain that the green grounding wire is cut inside the receptacle mounted on their boat. If it is left in place and — for whatever reason — a problem occurs in the dockside power system, the boat might well be the only place for the fault currents to flow. If it occurs at a very slow rate, the propeller could rot off or the seacocks be destroyed. If it occurs at a high rate — say through a PC computer with the power switch off — the heat generated by the fault currents will burn the computer's I/O board and absolutely destroy the printed circuit board in the PK232. Destroy it to the point where the solder holding the RS-232 receptacle melts, finally breaking the circuit to seawater antenna ground.

I know this is true because it happened to me!

I sent the burned circuit board back to AEA for a replacement. I also asked why they hadn't mentioned that such a hazardous situation could occur. They stated that I should have had adequate ground — meaning I should be prepared to lose every bit of metal attached to my boat underwater!

There is a solution to the problem. Purchase an optically-isolated RS-232 device. This will allow data to flow without the hazards of trying to use your boat for a ground sink for a power system.

I wasn't aboard when the frying occurred on my boat, so I didn't know anything had happened until I returned and smelled the burnt

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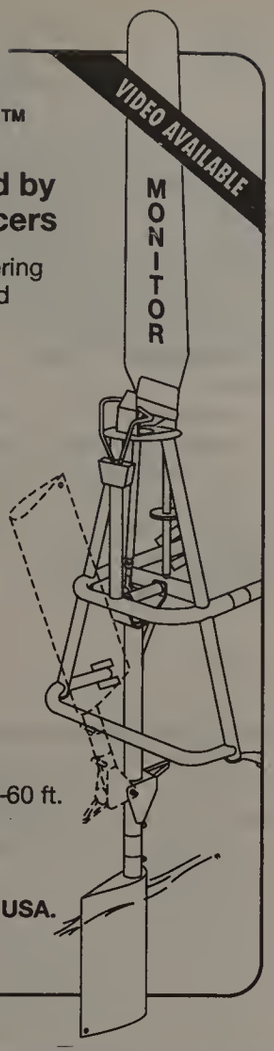
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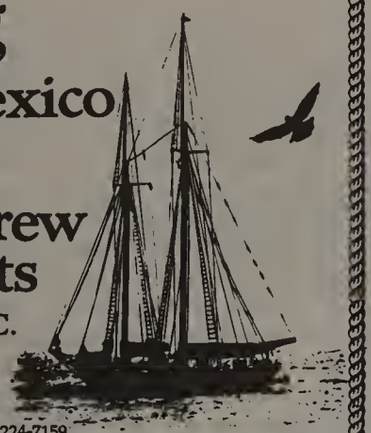


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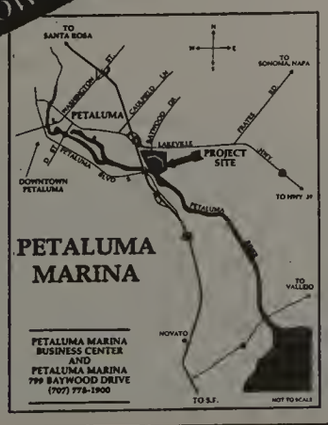
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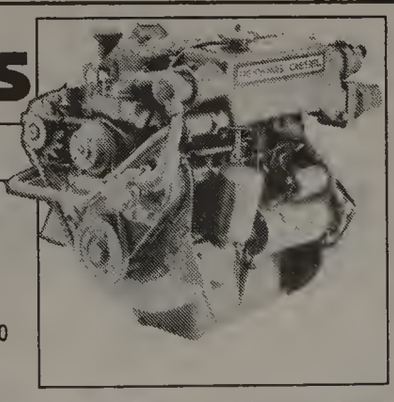
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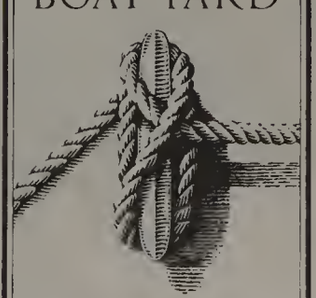
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LETTERS

odor. I couldn't find the source, however, until several days later when I turned on my computer and found that none of the LEDs on the PK-232 came on. Amazingly, the power supply and the other printed circuit boards, including the motherboard, were not damaged. The I/O board was history. If I had any combustible materials near where the PK-232 was located, I might have returned to the dock to see my mast sticking out of the water from a burned-out hulk. I was lucky.

Remember that the placing of any fuses and/or switches or any other current limiting devices in a neutral or grounding conductor is prohibited by the National Electric Code. If you leave the grounding conductor hooked to a seawater ground on your boat, the only meltable elements in that circuit will be your boat. The smoke marks that remain on my shelf — they won't wash off — will be a reminder to me until I repaint.

David R. Freeman
Morning Tide
Sacramento

⇩⇧IS THERE AN INSIDE TRACK?

We are a family of four — our twin daughters are 16 months — looking to liveaboard our 46-foot sailboat for the next year in preparation for an extended cruise.

Despite the fact that we have met many people who live aboard, after numerous phone calls it would seem that liveaboard berths are non-existent in Marin County! Is there an inside track to this game?

With children and a pet, we fear our high profile will prevent us from slipping in somewhere.

We would appreciate any helpful hints you or your readers might provide. Call Tom or Gail at 453-9773.

Tom & Gail
Looking For A Berth In Marin

Tom & Gail — In order for a marina to have legal liveaboards, a permit must be obtained from the often autocratic pseudo-environmentalists at the BCDC. Most marina owners have better things to do with their lives than requesting abuse, which is why, to the best of our knowledge, there are no legal liveaboards in Marin County.

So how is it hundreds of people live on their boats in Marin? It's like people with cars exceeding the speed limit: they just do it. The Wanderer, a veteran liveaboard, claims that it's a finesse kind of thing:

"Some marinas take an 'out of sight, out of mind' approach, while others will kick out any and all liveaboards they catch. But even those that tacitly allow liveaboards will, if asked, steadfastly deny it.

"The last thing even the most liberal marina owner wants is trouble, so anyone who is obvious about living aboard is a prime candidate for being hassled or kicked out. With two kids and a pet, you folks will be conspicuous, which is going to make it hard. You certainly can live aboard in Marin, but only you will be able to figure out exactly how and where you're going to do it.

"As for options, some marinas in the surrounding Bay Area do have legal liveaboard slips. While slightly less convenient for you, the luxury of being able to sleep soundly at night might be worth the trouble. The Wanderer wishes you the best of luck, as living aboard can be a very pleasant and environmentally positive way of life."

The opinions expressed in the above Letters do not necessarily coincide with those of Latitude 38, and the 'facts' have not been verified. While Letters are routinely edited for the eternal virtues of clarity and brevity, every effort is made to retain their original intent and intensity.

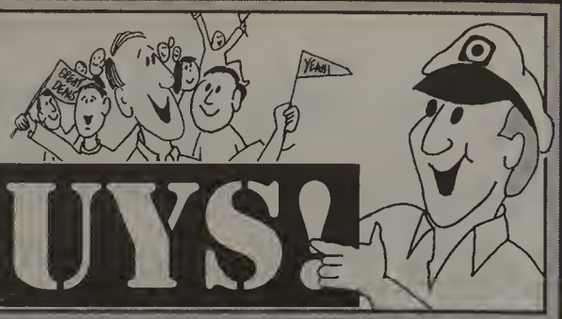
We welcome all Letters that are of interest to sailors, but request that they be typed or legibly written, and that a phone number, if possible, be included so we may call for clarification. We will withhold names upon request if the circumstances warrant it.

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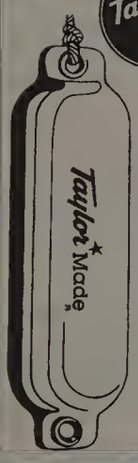
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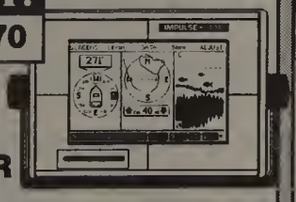
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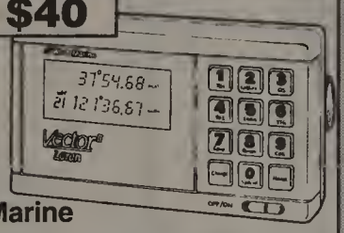
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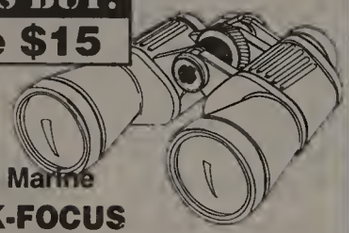
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LOOSE LIPS

The Russian Raffle

It's taken a while, to be sure, but we finally have winners in the Help-the-Russians drawings we held in April — both at the Spring In-the-Water Boat Show, and our two Crew List parties. The two prizes, you may recall were an authentic 'samovar' — a traditional Russian coffee urn — and an exquisitely handcrafted Russian chronometer.

Lydia Radic-Gutierrez won the Samovar. An active sailor most of her life despite being wheelchair-bound, Lydia's adventures on the water include sailing a classic English ketch most of the way from England in the late '70s, and currently owning a 45-ft Jenneau. Lydia once served on the Public Utilities Commission under Mayor Moscone, and is now a law student at UC Berkeley who is very involved with rights and accessibility for the disabled. "We either need large areas where we can move a wheelchair around, or small areas where — like boats — we don't need a wheelchair to move around."

The chronometer 'grand prize' went to Terry Kenaston of San Francisco. Interestingly, Terry was introduced to sailing through his wife Renate, whom he met on a business trip to Kiel, Germany. The Kenastons currently run the Golden Gate Hotel, a bed and breakfast in the City, and sail their Cal 20 *Fleur* when time permits.

The raffle raised some $1,200, which the Russian crew of *Baikal* put to good use buying gear. To recap briefly, Alexander Pavlenko, Vasily Danelov, Vitor Turok and skipper Alexander 'Sasha' Samoroukoff have been stuck in the Bay Area with their self-built 46-ft steel cutter since late last year. The original plan was for a rotating crew of 8 to 10, all members of the Baikal Marathon Club — a sort of combination yacht club/adventurers' club — was to recreate Vitus Bering's sail through the sea that now bears his name. Then it was on to Spain to take part in the 500th anniversary of Columbus' voyage. When the Soviet Union fell apart, so did the *Baikal* expedition. All funds back home remain frozen indefinitely.

High and dry — literally, they were hauled out at the time — the four have been making do and literally squeaking by ever since, existing on donations and good ol' American hospitality until they can get at funds back home. For example, though the boat is now back in the water with a fresh coat of paint, the four men still live in a donated RV parked in the boatyard.

Our congratulations to Lydia and Terry, and our thanks to everyone who took part in the raffle. As for the Russian sailors, until they leave — which may be possible by fall (they'd have to wait for hurricane season to end anyway) — they'll probably remain at the Sanford-Wood boatyard. We're assured both donations and/or visitors are welcome to come down and say hi.

Last call

Hope is fading for two sailors missing off Mexico since March. In something of a last-ditch effort, friends and family of Josh Tillingast, 75, of Texas, and John Johnson, 68, of Florida, have asked *Latitude* readers for their help in finding the two sailors.

Tillingast and Johnson were last seen March 12 aboard Tillingast's blue-hulled Morgan 30 *Constitution*, when they rafted up for lunch with another boat in Acapulco. The two men, said to be experienced sailors, set off the next day for Puerto Madera, where they planned to clear Mexican Customs, then head for the Panama Canal. The subsequent transit through the canal and voyage back to Galveston, the boat's homeport, would fulfill Tillingast's longtime dream to circumnavigate the country. The voyage began in 1988, when the two friends voyaged up the East Coast and into the Great Lakes. In Minnesota, the boat was loaded on a truck and transported to Washington State. Late last summer, the duo started their southerly trek, including a stop in the Bay Area in late June through early July. They'd been in Mexico since February of this year.

The last radio contact with *Constitution* was March 14, as Tillingast and Johnson were transiting the often nasty Gulf of Tehuantepec. A *papagayo* is known to have roared through the area on or about that

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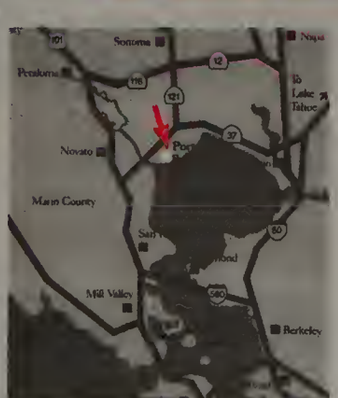
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LOOSE LIPS

time, with winds approaching hurricane force.

Anyone having any information about Josh Tillingast, John Johnson or the whereabouts of the Morgan 30 *Constitution* is asked to contact the U.S. Coast Guard, Long Beach (310) 499-5380, John Johnson Jr. (813) 725-5889 or Maritime Ham Net Operator Wally Wyn on 21402 Mhz or 14340 Mhz, call sign WA6ITE.

Something old, something new.

Though it's only been around for three years, we're happy to note that the Vintage Boat Show, put on by the Sausalito Tallships Society every September, has proven to be a resounding success. From day one, it's attracted dozens of vintage yachts, as well as tallships such as *Californian*, *Fair Sarae*, *Hawaiian Chieftain* and *Wander Bird* — and thousands of visitors who come to celebrate the historical side of sailing. Aspects of the show, held at the Bay Model docks in Sausalito, include open house on many boats, seminars and films on traditional boatbuilding, music, food and more.

The purpose of the Vintage Boat Show is to raise money for Tallship Society scholarships, which in the last several years have enabled 30 local young people to participate in cadet training programs aboard the State tallship, the 145-ft topsail schooner *Californian*, and the 186-ft Canadian barkentine *Concordia*.

Which brings us to one of the two reasons we're telling you all this more than a month before the fact. (The '92 Vintage Boat Show takes place at the Bay Model [Corps of Engineers docks] on September 26 and 27.) The centerpiece for this year's show is the 151-ft brigantine *Kaisei*, Japan's first private sail training vessel, and the SSTS will be sponsoring five people 16 and over to spend September 10-28 aboard as cadets for the ship's voyage from San Diego to San Francisco. The cost of a scholarship is $1,350, of which the Society can donate up to half, depending on need. Applications are being taken through August 15. To get one, or for more information, call 332-1727.

Secondly, the Tallship Society invites the owners of all vintage yachts or boats to be part of the show. Show organizers request that boats in the show be available for visitors to go aboard. If you're interested in this facet of the show, call Rosemary Seal at the number above.

Sailboats are better.

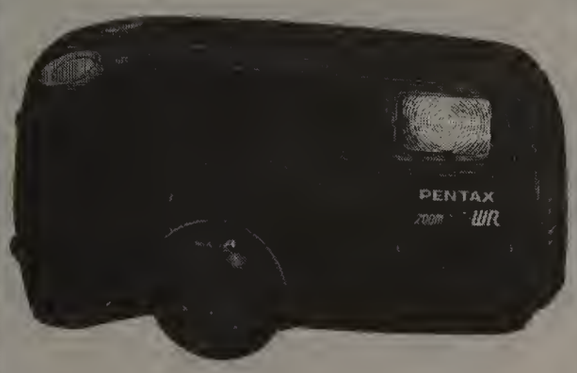
Up until last year, some participants in the Pt. Bonita marathon swim might have preferred motorboats as 'guide dogs'. But not anymore. In 1991, through the efforts of two local sailors and racers, Marianne Brems went from 7th place at the halfway point (the Golden Gate Bridge) to first on the beach at the Aquatic Park finish line. She won, beating the second place man by 11 seconds.

Wendell Stewart and John Chille aboard Stewart's Ranger 33 *Nagaina* were responsible for the come-from-behind victory, wherein 20 hardy men and women make the 10K swim through the chilly waters of the Golden Gate channel. Like anyone who's raced locally knows, a straight line is not necessarily the shortest distance between two points. They saw that by keeping Marianne in the flood just a little bit longer than everyone else, she could leapfrog into the lead, which is exactly what happened.

All of which is a roundabout way of saying that the 5th Annual Pt. Bonita Swim takes place on September 27 — and the GGS hopes that more sailboat ringers. . . uh, . . . *racers* volunteer their morning. All that's required is a vessel that can putt along at swimmer speed and stand by for both guidance and as an emergency vessel. (Each swimmer is also accompanied by a kayaker, and committee boats are always nearby.) "Every guide boat gets lunch, a T-shirt and a good time," says Diddo Clark, event organizer and current President of the Golden Gate Swimmers. For more information, contact Diddo at (510) 283-1746.

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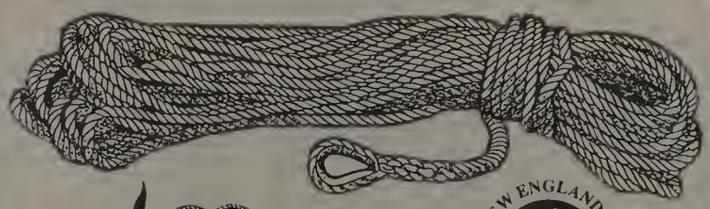
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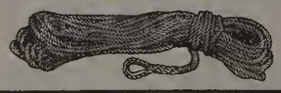
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no virgins allowed

In an odd yet somehow appropriate turnabout of events, a traditional tallship is the recipient of the first complete set of completely 'recycled' sails. No virgin material at all was used in the construction of 17 sails for the tallship *HMS Rose* (pictured). Instead, the 13,000 square feet of 'canvas' that now flies from her yards started out life as plastic car fenders and approximately 126,000 plastic soda bottles that would have otherwise ended up in a landfill somewhere.

North Sails' Milford, Connecticut, loft designed and built the sails in the

continued outside column of next sightings page

navigation

"In San Diego, vessels are being hauled off and destroyed by the Port Authority. In San Francisco, boats are called 'illegal fill'. In Long Island Sound, a vessel owner may not wash his boat if it's in the water. In New York City's boat basin, pleasure boats are being cited for having flow-thru sinks. In Florida, the state has declared it will zone the entire water surface for specific uses. And

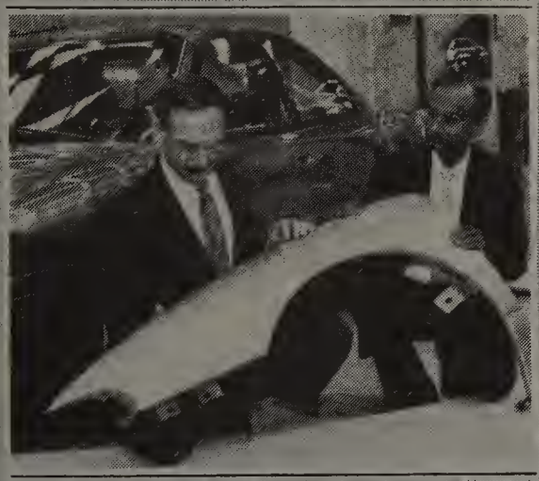


rights

cities in Florida are arresting people and taking them to jail for anchoring their boats."

So says Valerie Jones, president of Concerned Boaters: The National Water Rights Association. The three-year old CBA, headquartered in Florida, and the California-based National Water Rights Association merged this February to form a new organi-

continued middle of next sightings page



no virgins — cont'd

traditional manner, including lots of hand stitching and specially cast bronze eyebolts. Interestingly, the super high-tech sails used aboard *America*[3] were being built at the same loft at the same time. *Rose*'s sails were designed by Peter Mahr, president of North Cloth. One of his primary concerns was user friendliness. So while the fore and aft sails were built of 11 to 13-oz cloth just like any Dacron sail (technically, the recycled sailcloth is identical to Dacron, but can't be called by the name because of trademark concerns), the square sails were constructed of 8 to 9-oz cloth of a looser weave and with no resins used. This makes them much easier for the crew to handle when aloft. Peter notes that, though they significantly reduce weight aloft when compared to the





Spread, 'HMS Rose' with her new suit of sails. Left to right above, three steps of the fenders to sails process.

more traditional cotton, on a ship like the *Rose*, even a few tons isn't going to make much of a difference.

Equal kudos for the success of the project go to DuPont. It was the chemical giant that developed both the easily recyclable fenders (which will appear on certain 1993 Chrysiers) and the process by which they're easily and cheaply recycled into, in this case, polyester thread. Warwick Mills in New Hampshire wove the stuff into sailcloth and North did the rest. The *Rose* project is just one of many showcase examples of DuPont's continuing work in the recycling field. The *Rose* was picked specifically because of her work with sail training and the public — and hey, because there were a few sailors at DuPont who liked the idea.

At 179 feet LOA and 500 tons, *HMS Rose* is the largest wooden tallship afloat. Built in Lunenburg, Nova Scotia, in 1970 and homeported in Captain's Cove Seaport (Bridgeport), Connecticut, *Rose* has been a familiar sight on the Eastern Seaboard for years. Her main missions are sail training, goodwill and education. As for the latter, the ship visited 26 ports last year with the Bill of Rights aboard. She's currently taking part in most of the Columbus Quincentennial celebrations (Boston, NY, New London, etc.) on the East Coast. (Although representatives say they would like to take part in the Columbus festivities planned for San Francisco Bay in October, there are currently no plans to bring the *Rose* west.)

The roots of the *Rose* go back to 1757 when the original ship of the same name was built in Hull, England. She was a 24-gun frigate that played an active role in the Seven Years War and American Revolution and, because she was so successful at stopping colonial smuggling, is said to have been the ship that inspired the Continental Congress to form the U.S. Navy.

new cat on the block

Few who have sailed our local waters will deny that San Francisco Bay has it all — high winds and strong currents for the experienced sailor, flat water and gentler breezes for the novice, a plethora of charter companies for non-boat owners. Options even abound for non-sailors wanting to give our sport a try: sailing schools, day and dinner sails on such Bay regulars as *Ruby*,

continued outside column of next sightings page

new cat — cont'd

tallships and historic dinner boats for charter. . . . Yes, when it comes to sailing, the Bay and Alice's Restaurant have a lot in common — you can get anything you want.

Or can you?

"It was six or seven years ago when it occurred to us that there was no big multihull chartering on the Bay," says Hans Korfin. The omission seemed doubly glaring to he and partner Jay Gardner, since a big cat would not only be fast, but stable and dry — qualities many anxious visitors and parents with small children would appreciate. And with the dependable zephyrs of summer, its speed would give 'em a thrill they'd remember.

The two partners became three when John Janus liked the idea, too, and the project began to take shape in the nether regions of Napa. The design came down from Kurt Hughes in Seattle, who drew *Sierra Cloud*, a sistership that does charter work on Lake Tahoe. Construction is glass-over-plywood, with hulls 'cylinder molded' and stitched in much the same way as a Toronado's. Construction was begun in May of 1990. Gardner's four daughters (three of whom are triplets) broke simultaneous glasses of bubbly over the bows of the 55-ft *Adventure Cat* on June 8, 1991.

The boat came down to its new home base in South Beach Harbor in November. Things understandably went slow until the weather started to turn in April. Ever since, though, *Adventure Cat* has been introducing a regular stream of locals and visitors to the wonders of sailing, multihulls and, for many of them, seeing the Bay in a whole new light.

The normal daily schedule includes two to three two-hour runs from South Beach, out under the Golden Gate and back. The boat is also available for special charters, which have so far included both corporate parties and birthdays.

Be they charters or regular excursions such as the one pictured (which included most of the *Latitude* office staff and their families), *Adventure Cat* has fulfilled the vision Hans, Jay and John had way back in 1985. At 30 feet wide, she rides as flat and stable as a Coup de Ville. Visitors can sample that ride either on the bows with the spray in their hair, on the huge trampoline with its eerie feeling of being suspended in mid-air above the water, or under the world's largest 'cockpit dodger' (at least its the biggest one we've ever seen) where they can partake of refreshments or snacks at the little snack bar.

And the speed! *Adventure Cat* gives 'em a thrill on board all right, and sometimes even ashore — such as the time she hit over 22 knots in front of a surprised audienced in Sausalito's Spinnaker Restaurant. Twelves and 14s are more usual with any kind of crowd aboard, and bursts of 18 knots are not uncommon.

Speed, stability, comfort, Coast Guard certified for 48 people, and fulfilling a niche that the rest of us never saw. In a way, you might say the partnership behind *Adventure Cat* has thought of it all.

Regular excursion rates aboard Adventure Cat *are $20 per person. For more information, contact the boat at (415) 777-1630.*

stupid sail names contest

It all began when the huge megayacht *Andromeda la Dea* pulled into Sausalito last month. In the course of doing our report, we mentioned the 145-ft ketch actually had a traveler atop the mizzen for the . . . the . . . what the heck is that upside down jib-looking sail between the main and mizzen called, anyway? In asking three different people, we got three different answers: fisherman, mule and jigger. The first, we think, is most correct, but of the 42 million books around here, not one of them confirms it.

Anyway, that discussion led to other names people had given to various sails, and got us to thinking it was a great topic for the next *Latitude* T-shirt contest: 'Stupid Sail Names'. Before we give you examples of what we're looking for, however, check out where some of the everyday names for sails and some of their related gear came from.

— **Clew** comes from a Middle English word meaning 'to coil up'. **Cleat**

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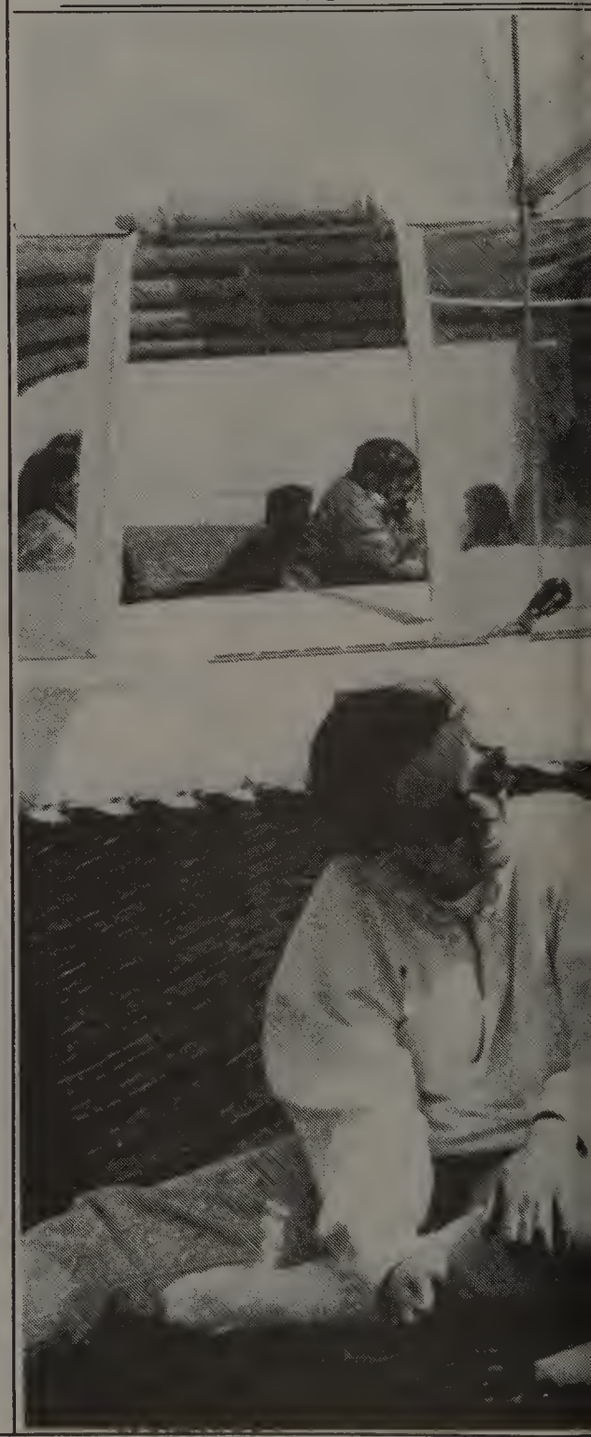
navigation

zation which has members in every state as well as several foreign countries.

The 45-year-old Jones, who lives in Stuart, Florida, learned to sail on San Francisco Bay racing Thunderbirds and Cals. She currently owns the Islander 36 *Silver Lining*, which she cruises in Florida and the Bahamas.

"Boaters are the next endangered species," continues Jones, "that's the net effect of hundreds of rules, regulations, local ordinances and state laws regulating traditional boating activities."

Jones will speak at three Bay Area yacht clubs in August to urge mariners to stand up for their constitutionally guaranteed naviga-



— cont'd

tion rights — which include the right to anchor — by fighting illegal and unfair regulations.

Talks are set for the Peninsula YC (Redwood City) at 7 p.m. on August 22; the Berkeley YC at 6 p.m. on August 23; and at the Sausalito YC at 8 p.m. on August 24.

Also speaking will be Sausalito attorney Tom Davis. *Latitude* readers will remember Davis as the attorney who earlier this year won a case against the BCDC on the issue of whether or not an anchored boat is "Bay fill".

Latitude encourages all concerned mariners, be they sailors, powerboaters, fishermen, divers or water skiers, to attend.

stupid names — cont'd

apparently comes from the same word.

— **Luff** originally meant the windward side of a ship. Over time, it gradually came to mean any movement by the vessel toward windward. Tacking was once referred to as 'luffing round'.

— **Jib** comes from a French word for 'shift'. Or maybe from *gibbet*, which once meant 'to hang from a masthead'.

— **Mizzen** comes from the French or Italian *mezzana*, or 'middle', which is also where we get 'mezzanine'. How it came to mean the aft mast on a ketch or three-master is anyone's guess.

— **Sloop** comes from similar Dutch, German and Middle English words, all of which meant 'to glide'.

— You've probably all heard this one, but **Schooner** was first attached to a vessel of the type built by Andrew Robinson in Gloucester in 1713. On the

continued outside column of next sightings page



CHRIS WEAVER

stupid names — cont'd

boat's maiden sail, a bystander exclaimed, "See how she scoons!", which then meant 'slip' or 'skim'. Captain Robinson is supposed to have replied, "A 'scooner' let her be!"

— Although origins of the word **ketch** are relatively obscure, it may very well derive from a notorious 17th century hangman named Jack Ketch. Eventually, 'ketch' came to mean hangman, and then 'to hang'. It's not a great stretch of the imagination (considering the origin of 'jib') to extrapolate the word to a boat which 'hangs' sails on this distinctive two-mast sailplan. Well, maybe it is, but it makes a great story.

— **Yawl** may be a shortening of 'jolly boat'; *jolle* being German for small bark or boat. Crews of such boats were once known as 'yawlers'.

— **Mast** comes from similar Dutch and German words for 'stick'. Stick in French is *baton*, from whence we get **batten**.

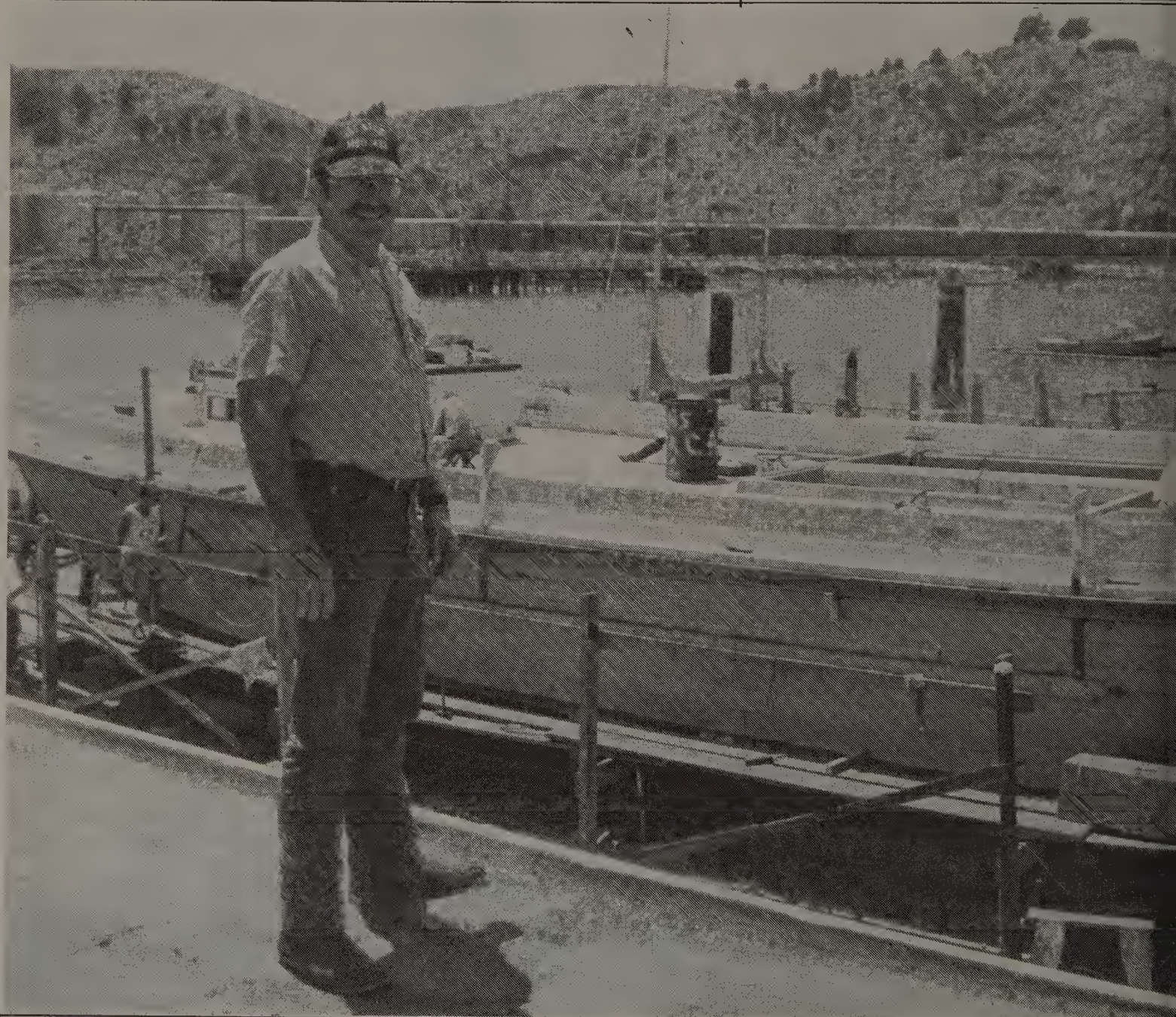
— **Winch** comes from a Middle English word for 'reel', as in 'reel in that line'.

continued outside column of next sightings page

just for

Being basically impulsive types, one of the funnest aspects of sailing for us has always been just going and doing it on the spur of the moment. Sure, planned outings are great, too, but some of our most memorable moments are of times after work — or hey, when we played a little hooky *during* work — and just went sailing.

Rich Ferrari and the folks down at Spinnaker Sailing in Mountain View know what we're talking about. And a few years ago, they decided to supply an outlet for other restless spirits. Nothing too organized — put out a few Lasers some evening during the week, run a few starts, and see if anyone showed up. They did, and the Monday Night Laser Fun Races (our name; it's too casual

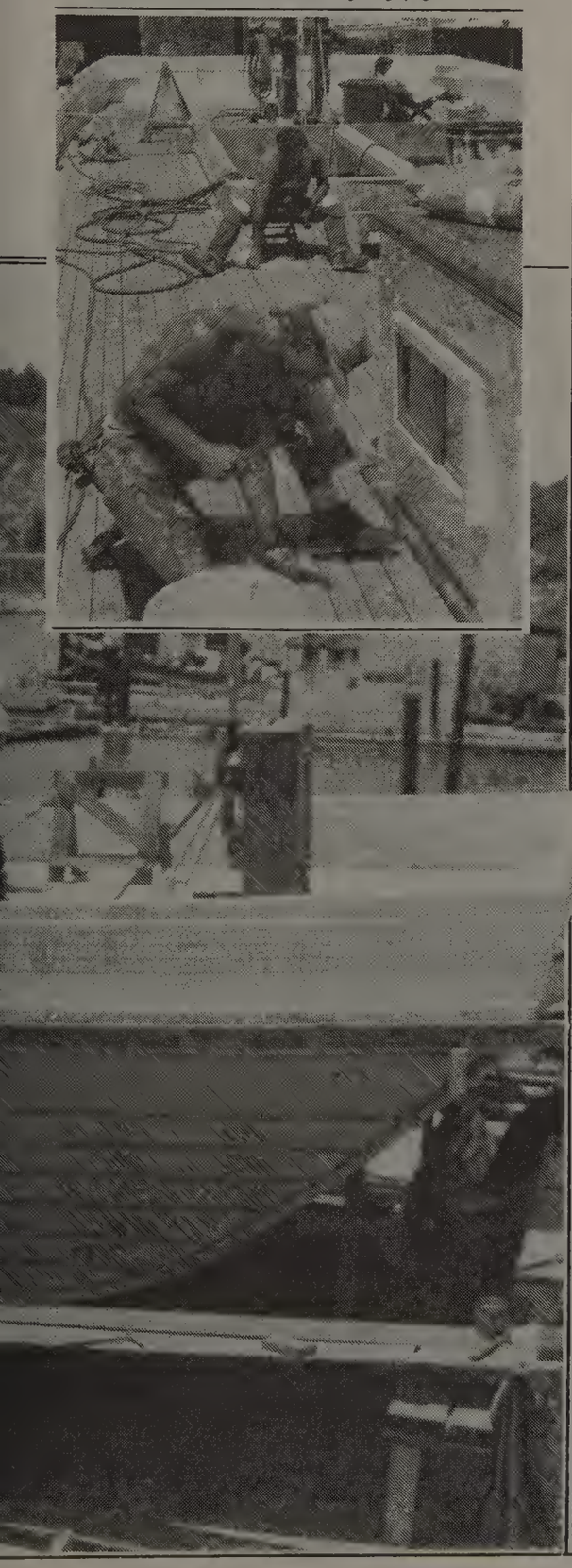


fun

an affair to have an official title) have been going strong ever since. Every Monday, starting at 6 p.m., some 12 to 15 Laser skippers show up to test their mettle against one another in a five or six-race miniseries on lovely Shoreline Lake.

Although Spinnaker charges $6 per

continued middle of next sightings page



JOHN ARNDT

stupid names — cont'd

As interesting as those are, they aren't half so entertaining as some of the nicknames sailors have given to particular sails over the years. Here are a few examples, but only a few, because we want readers to help us compile a bunch.

On the well-known IOR battlewagon *Blade Runner*, one spinnaker was named 'Holy Guacamole' because the color reminded everyone of that famous Mexican dip, and another was 'fruit cocktail', "because that's exactly what it looked like when you opened the bag," says former crewman Alan Weaver. On the master mariner *Samarkand*, they fly a spinnaker named 'Zimbabwe' because of its resemblance to the flag of that nation. On another master mariner, *Freda*, they have a 'blu'sl' and 'dam'sl' aboard, which stand for 'blue sail' and 'damn sail', the latter "because the thing's so damn hard to trim correctly," says owner Jerry Brenden. Finally, on the Santa Cruz 50 *Yukon Jack*, they have a racing sail dubbed 'Frankenmain', because the kevlar strapping reminded the crew of the stitches big Frank wears in all those monster movies.

So you get the picture. If you want to earn a *Latitude* T-shirt or ball cap, send in your favorite funny or descriptive sail names to Stupid Sail Names, *Latitude 38*, P.O. Box 1678, Sausalito, CA 94966. (They don't have to be from your boat.) We'll run them in an upcoming issue and send the above-mentioned attire to the best five (okay, ten) names picked by our panel of judges.

keeping the faith

The next time you think wooden *ship* building is dead, you might pay a visit to Bill Elliott and his crew over at Bay Ship & Yacht in Richmond. That is, if they're there. If not, chances are it's because they're off in some other part of the country making some old vessel right, or helping put the finishing touches on a new one built in the traditional plank-on-frame manner.

For example, though they've only occupied the old Cal Coast Marine site since February, they're already putting the wraps on an almost complete rebuild of the scow schooner *Alma*. Then in September, they're off to Boston to 'reef' (remove the old paying and caulking) from the U.S. Navy's oldest commissioned ship, the *U.S.S. Constitution*.

In the relatively small world of wooden ship building and upkeep, Bill's well known, as is his caulking crew. Headed by Norwegian master caulker John Hansen, who's been keeping the water out of wooden ships since the '40s, it also includes local talent Manuel Arroyo of Petaluma, who's been pounding oakum and cotton into ship's seams for nearly the same amount of time. The 'team' has been involved in the building or rebuilding of many wooden ships, including the 120-ft replica of *Niagara* (Oliver Hazard Perry's ship) in the Great Lakes, and our own state tallship *Californian* down in San Diego.

Other than historic craft, you might not think the age-old caulking trade gets much play in these modern days of fiberglass and carbon fiber. The reality — "A lot of people don't realize it, but the Navy still has many wooden ships in its fleet. They're even building some new ones back in Wisconsin." They are the MSO's, the minesweepers, which must be wood-hulled so they don't set off magnetic mines. An average MSO has 20,000 feet of seams that need regular maintenance. Bay Ship & Yacht also services many fishing boats.

Alma came to the yard in March a tired old lady. The last major work on her was done under the eye of Lester Stone over in Alameda 20 or 30 years ago, and the scow schooner — the last of a breed of cargo carriers unique to the Bay Area — celebrated her 100th birthday last year. Fortunately, the National Maritime Historical Park, which oversees San Francisco's fleet of historic ships, has recently received some much-needed funds for upkeep of the fleet. And as a 'birthday present', *Alma* was selected as the first to go under the rebuilder's knife.

The $350,000 project, now nearly complete, involved replanking the entire vessel save for her bottom and stern rake (the latter was done way back when

continued outside column of next sightings page

keeping the faith — cont'd

at Stones). As when she was built, all replacement wood is Douglas fir, all fastenings galvanized steel spikes. While the deck was off, Elliott also took the opportunity to install two new diesel engines. When we went by last month, the 5-man caulking crew was whirling and tapping — done right, traditional caulking takes more finesse than it first appears. In all, more than a mile of caulking will have filled *Alma*'s seams when she goes back into the water in early August.

Bill got the *Constitution* job through his Navy contacts. 'Old Ironsides' celebrates her 200th anniversary in 1998, and the Navy's starting to get her ready now. Bill and his crew will head back to reef her topsides in September while the ship's still in the water. They'll reef her bottom after the ship is hauled this winter, then it's back in the spring to recaulk the entire ship before she goes back in the water. Bill's worked on the ship before and says it doesn't take long to figure out why those cannonballs bounced off, giving the ship her nickname. "If you include the frames, the sides are 21 inches of solid oak," he says. It's been awhile since 'Old Ironsides' was worked on, too. The last major refit was done in 1927.

Upcoming projects for this busy crew include possible major refit work on 'the world's largest wooden floating structure' ("That's what they say, I don't know if it's true," says Bill), the car ferry *Eureka*, which also celebrated its centennial last year. Elliott also hopes an on-again, off-again project to build a replica of Jack London's *Snark* will see fruition over in Oakland sometime soon.

the worst possible scenario

What's your worst nightmare involving boats? Sinking? Fire? Man overboard? Personally, ours would involve watching a loved one go over with no hope of recovery. Unfortunately, just such a scenario played out in Carquinez Strait the afternoon of July 5. Jeff (whose family has requested that his last name not be used) was out practicing racing manuevers with his Hunter 36. Aboard were several of his regular crew, as well as several pickup crew from Benecia YC. Among the latter was 27-year-old Vance Madding of Benecia.

When it's blowing 15-20, as it was that day, Carquinez Strait is notorious for strong puffs coming in at odd angles off the rolling hills. The crew had just completed a spinnaker set when one of them hit, causing a violent jibe. Madding was headed back from the bow of the boat (and apparently looking forward) when the boom caught him full force on the back of the head. He fell in the water and, says Jeff, "went straight down."

Within a minute, the boat had her sails down and was motoring in the area with all eyes on the water. Within 10 to 20 minutes, the Coast Guard, two helicopters and all other boats in the area, as well as a few that came out from Benecia Marina, had joined the search. Madding's fiancée, who Jeff says had to be restrained from jumping in the water, was taken ashore by another boat. Jeff and crew searched another four hours before the search was called off.

No trace was found of Vance Madding until eight days later when his body was found floating very near the spot where he'd gone in. An unconfirmed report holds that the coroner found Madding's neck had been broken.

Jeff, who was driving at the time of the accident, says he hasn't had the boat out too much since, except for the memorial service held by Benecia YC in place of the Thursday night races. The fleet paraded through the area, where wreathes and flowers were dropped in the water. To add to the emotion, Madding and his fiancée were scheduled to be married on the 25th.

Soon after the incident, Jeff bought a boom brake, and will now insist that his crew wear either lifejackets or inflatable vests. In restrospect, he felt his crew responded quickly and correctly. The incident happened so quickly, there just wasn't anything anybody could do.

To underscore the awareness aspect of the tragedy, the following weekend, BYC held a shorthanded 'safety race'. The singlehanders had to start with the anchor and sails down. The doublehanded division had to retrieve a flotation device they'd tossed overboard. Everybody wore lifejackets, and the prizes were Lifeslings and Sospenders inflatable vests.

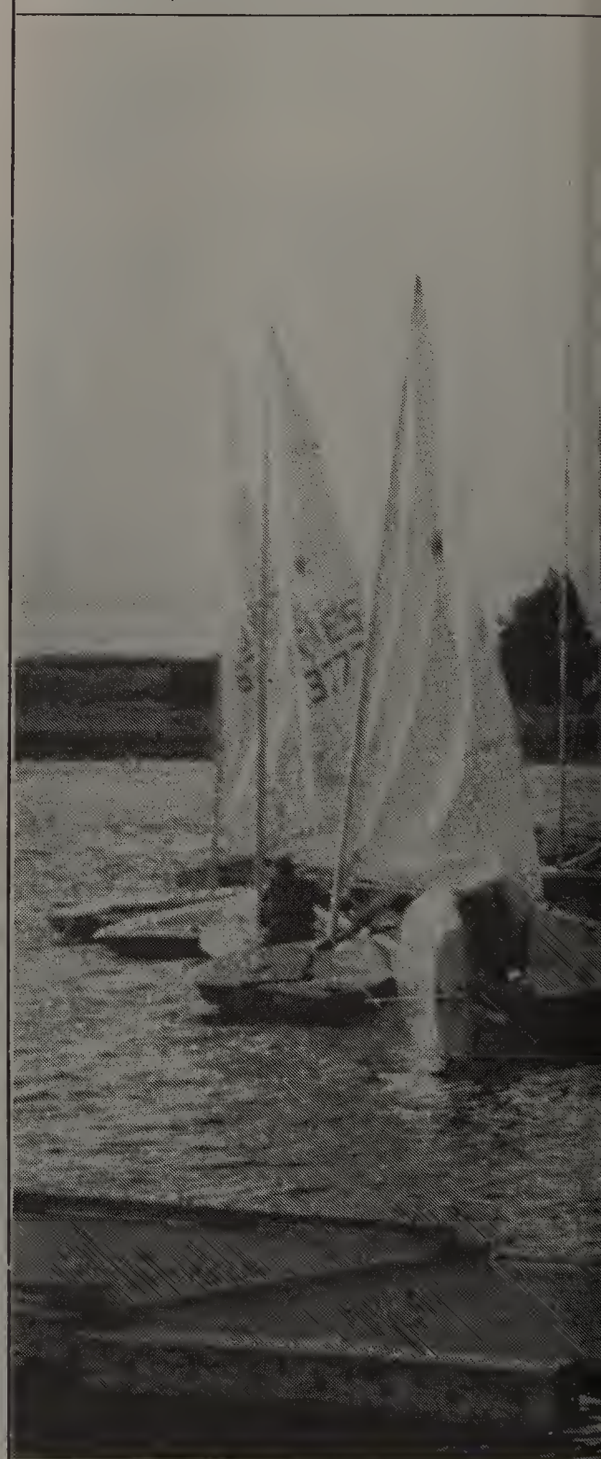
Respects can be paid to Vance Madding's memory in two ways. First,

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just for fun

person for each of their five boats (the rest are privately owned), the Monday races aren't about making money. They're about fun. The races are short, lasting only 15 to 20 minutes apiece, and the courses varied — windward/leewards or different triangles. A lot of the same people attend, but there's always new faces in the crowd, too. Sometimes, in fact, more skippers than boats. No reservations taken, though. Like all properly impulsive deals, it's first come, first served.

The people who attend are mostly technical types from nearby Silicon Valley (Sun Microsystems is right next door) who shed their suits, ties and frowns at the door and



— cont'd

get out on the lake to decompress. Membership in Spinnaker Sailing is not required, although new boat renters are required to take a short written test.

A *Latitude* staffer who found himself down at the Lake one evening in early June reported back that, "It was so much fun you just can't believe it." This despite capsizing in race four and coming up sans rudder (they sink), necessitating a tow in.

At least, that's why he *claims* he didn't sweep the series.

The lake itself is manmade, taking up 60 acres of the 650-acre Shoreline Park in

continued middle of next sightings page

worst possible — cont'd

donations may be made to the Benecia YC Junior Sailing Program in his name. Second, and perhaps most importantly, all sailors who read this can acknowledge that it doesn't always happen to the 'other guy'. We can't think of a better tribute to Vance than every skipper somehow making sure his boat and crew sail just a little bit safer each time they go out.

famous 12s steal the scenes in *wind*

Hollywood's version of the America's Cup, a movie called *Wind*, was due out at the time of the real America's Cup. Only it didn't make it. The release is now scheduled for September. In one of those art-imitates-life things, *Wind* stars Matthew Modine as the first American skipper to lose the America's Cup. Undaunted — and here comes the Hollywood part — "he stages an extraordi-

continued outside column of next sightings page



JOHN ARNDT

famous 12s — cont'd

nary comeback with a boat he designs and builds with Jennifer Grey, his lover and sailing partner."

Anyway, in the process of doing research for a little preview of the movie, we ran across Joe Krawczyk. We're immensely glad this isn't radio so we don't have to try to pronounce his last name for you. At any rate, the more we talked to Joe, the more fascinated we became — not with *Wind*, but with Joe's passion: 12 Meters. A kind of combination walking encyclopedia and class guardian angel, Joe keeps regular tabs on all the American 12s that have ever vied for the Auld Mug, as well as most of the foreign ones. As president of Intrepid Marketing, a sports marketing group, he keeps particularly close eye on the two 12s he owns, *Stars & Stripes '83* (ex-*Spirit of America*), and possibly the most successful 12 ever to sail the Cup wars, *Intrepid*.

Intrepid was designed by Olin Stephens and built of wood in 1967 at a cost of $1 million. Among innovations in her design: she was the first 12 to feature

continued outside column of next sightings page

just for fun

which it's situated. The area around the lake is criss-crossed with hiking trails and nature walks — and nature also cooperates in the Laser sailing, most Mondays supplying ample breeze for the Laser fleet. It's also an 'active lake' in the sense that the water doesn't just sit, it's constantly being pumped back and forth from the Bay to keep things from stagnating.

Stagnation is one thing that Spinnaker Sailing's Monday night activities seem in no danger of suffering. We commend fresh ideas like the Monday Laser Sail (and Spinnaker's similarly structured Thursday Windsurfer Races), and highly recommend attend-

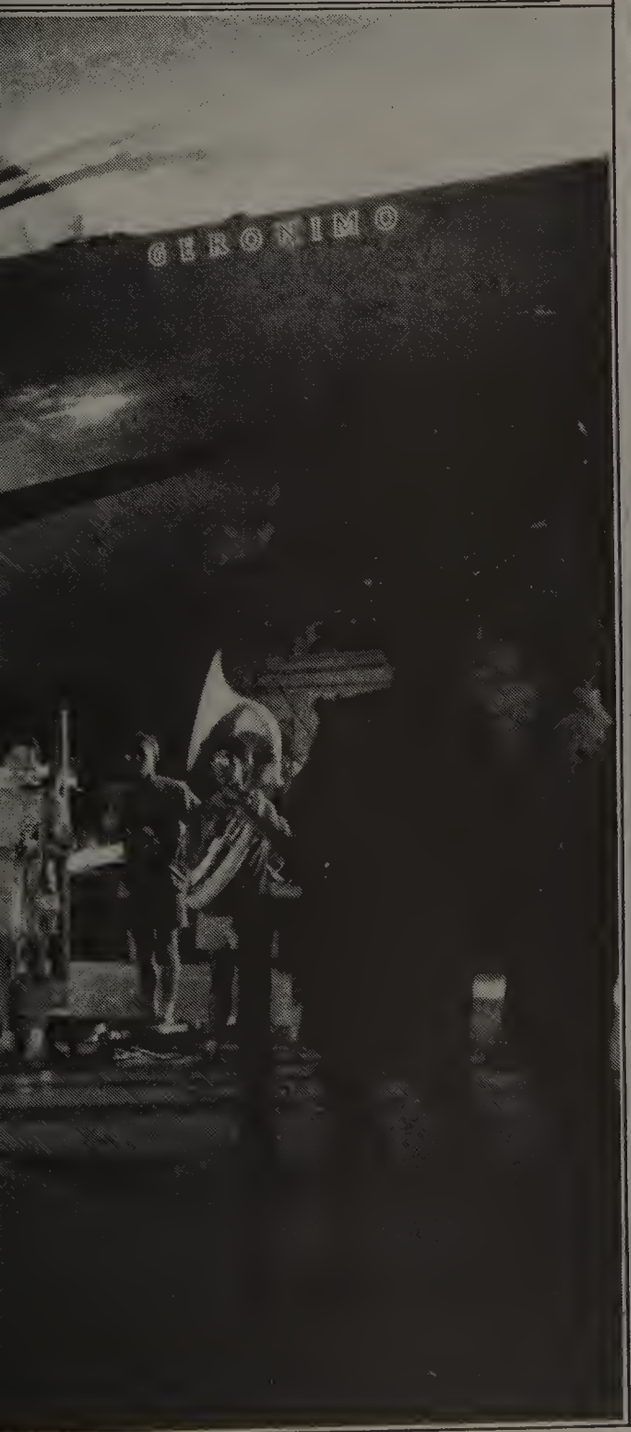


— cont'd

ing to cure what ails you — BYOB ('bring your own boat' or get there early) and warm clothing.

Spinnaker Sailing is located in Mountain View at the north end of Shoreline Boulevard, next to the Shoreline Amphitheater. For more information on the Monday night Laser racing or any of their other 'regular' activities (among other things, the facility runs one of the busiest windsurfing schools in the nation), contact them at (415) 965-7474.

And if you know about a similarly laid back sailing program available to the general public, please let us know about it.



COURTESY TRI-STAR

famous 12s — cont'd

a rudder separate from the keel, the first with short overhangs which were to become a hallmark of the class, and a setup that enabled much of the crew work to be done below decks. She won the right to defend easily, and with Bus Mosbacher at the helm, went on to take the '67 America's Cup 4-0 over the Australian 12 *Dame Pattie*.

With Bill Ficker doing the driving, *Intrepid* returned in 1970 to win against *Gretel II*, 4-1.

In 1974, Californian Jerry Driscoll steered *Intrepid* to one of the great showdowns in Cup history, taking the new aluminum *Courageous* right to the wire in the best of seven challenger trials. With both yachts tied at three races apiece, *Intrepid* was in the lead in race seven when a block failed on one of the runners. She retired rather than risk losing the rig. *Courageous* was awarded the race and went on to win the Cup, this time over *Southern Cross* (the first challenger fielded by Alan Bond) by a score of 4-0.

Intrepid went on to serve as trial horse for *Enterprise* in 1977, Baron Bick's *Frances* in 1980 and *Canada I* in 1983. A Michigan sailor got her next, installing an engine and interior to make her competitive under both IOR and IMS rules. She spent the next several seasons racing extensively on the Great Lakes, then fell into disrepair. Rescued by Krawczyk and repaired (with sponsorship help from Interlux Paints and West System Products), she was once again in fighting trim when the call came in that Francis Ford Coppola needed some 12-Meters for a movie he was doing about the America's Cup.

In one of the most ironic turns of her career, *Intrepid*, sporting a cosmetic transom scoop, is one of two 12s in the movie to play *Boomerang*, the Australian 12-Meter that wins the America's Cup. And shades of 1983 — one sportswriter said of her white hull with its green/gold sheer stripe, "She looked more like *Australia II* than *Australia II*." Even weirder? *American Eagle*, another Newport-based 12, was originally cast to play — *Intrepid*! The script was later changed to *'Eagle* play herself.

Other American 12s used in the movie include *Stars & Stripes '83* (US 53), which plays *Radiance*, the losing American boat; *America II* (US 46), which plays *Geronimo*, the winning American boat; and *America II* (US 42), which plays *Geronimo* in the heavy-weather sailing footage filmed off Fremantle. The other 12s featured in Freo were *Kookaburra I* (a backup *Geronimo*), *Kookaburra II* (*Boomerang*) and *Kookaburra III* (*Platypus*). Several people who have seen rough-cuts of the sailing footage from *Wind* say it is absolutely stunning. The photo on these pages is a publicity still from the movie, courtesy of Tri-Star.

But back to *Intrepid*. The boat built as a one-campaign throwaway yacht is due to be the star of her own show production starting in September, a 25th-anniversary reunion and tour. First, the 1967 crews of both *Intrepid* and her trial horse, *Constellation* — including Bus Mosbacher and Olin and Red

continued outside column of next sightings page

Where the 12s Are

Year	Winner*/Loser	Where Now	Condition
1958	*Columbia**	Europe	Installed interior & engine, good condition
	Sceptre (UK)	Europe	Installed interior & engine, good condition
1960	*Weatherly**	Newport	Installed interior & engine, good condition
	Gretel (Aus)	Australia	Installed interior & engine, good condition
1964	*Constellation**	Europe	Installed interior & engine, good condition
	Sovereign (UK)	Europe	Installed interior & engine, good condition
1967	*Intrepid**	Newport	Installed interior & engine, good condition
	Dame Pattie (Aus)	Vancouver	Installed interior & engine, good condition
1970	*Intrepid**	Newport	Installed interior & engine, good condition
	Gretel II (Aus)	Australia	As raced, good condition
1974	*Courageous**	Boston	As raced, fair condition
	Southern Cross (Aus)	Australia	Installed interior & engine, good condition
1977	*Courageous**	Boston	As raced, fair condition
	Australia (Aus)	Australia	As raced, good condition
1980	*Freedom**	Europe	As raced, good condition
	Australia (Aus)	Australia	As raced, good condition
1983	*Australia II** (Aus)	Australia	As raced, good condition (museum boat)
	Liberty	Japan	As raced, good condition
1987	*Stars and Stripes '87**	San Diego	As raced, good condition
	Kookaburra III (Aus)	Australia	As raced, good condition

famous 12s — cont'd

Stephens — will gather aboard for a nostalgic sail in the waters off Newport. From there, the boat then begins a nationwide tour, including a three-month stay in Southern California — and a *possible* stop in the Bay Area after the first of the year. We'll let you know more later if it happens.

Joe notes that many of the former 12s have similarly amazing stories, including *American Eagle*. Although she never raced for the America's Cup (losing by a narrow margin to *Constellation* in the '64 Defender Trials), she was bought in 1968 by a thirtysomething Ted Turner who campaigned the boat in races all over the world, including the Sydney-Hobart, SORC, Bermuda Race and Fastnet. In fact, *'Eagle* held the course record for the Fastnet until Turner himself broke it during the hellacious '79 race on *Tenacious*. Check out the gray box on the previous page for a quick look at where some of the other famous 12-Meters have ended up.

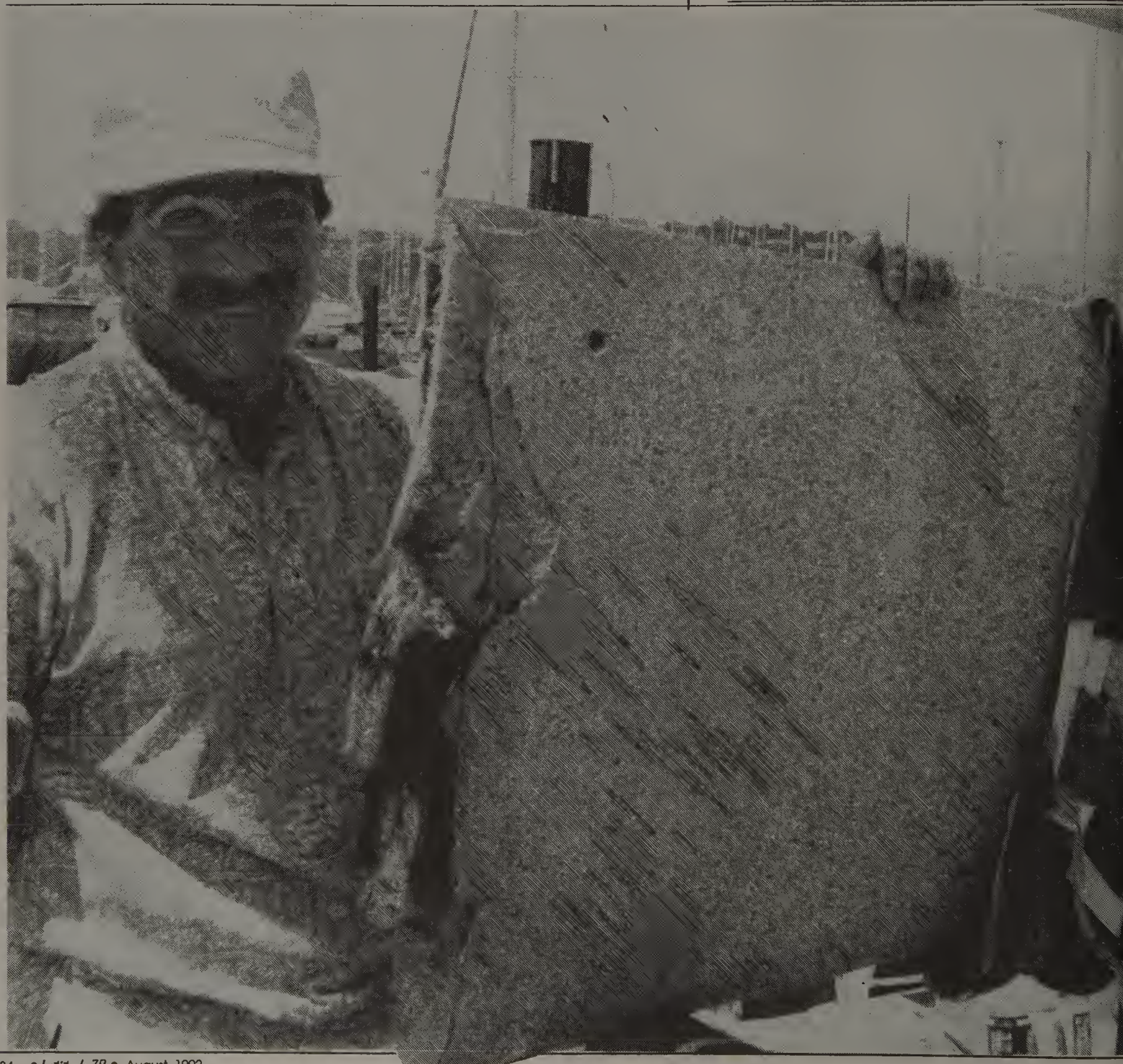
Now, let's see, who was it that made that crack about old America's Cup boats being as useless as yesterday's newspaper . . . ?

incident in

"It was scary," says Bruce Martens of the collision he witnessed between a container ship and sailboat on the afternoon of July 21. "But not half as scary as it must have been to the people on that boat."

What Bruce — a sailor, marine surveyor and, on this particular Tuesday, a tugboat skipper — witnessed was a collision between a fully loaded container ship and a Coronado 25.

The incident began soon after Martens' tug *Expediter* pulled the fully loaded *Choyang Park* off her wharf at Berth 67 in Oakland's Middle Harbor. Once free of the



the estuary

ship, Martens and his two-man crew, Gene Orloff and Robert Bennett, started back toward San Francisco, the tug's homebase. "Along the way, we tried to clear a path for the ship," says Bruce, "slowing down and asking people to stay clear, that sort of thing."

Near the mouth of the Estuary, Martens was just about to gun the 3,000-hp engines of the 105-ft tug when he looked back to see a Coronado 25 dead in the water, with the wind blowing it right in front of the ship. The little boat had no sails up, but had apparent-

continued middle of next sightings page



JOHN SKORIAK

oh bullwinkle, that trick *never* works!

On July 4, Seattle sailor Chris Otorowski (at right in photo) and his crew aboard the vintage Swan 39 *Rocket J. Squirrel* started the Victoria to Maui race with high hopes. They never dreamed that nine days later they'd be watching video movies aboard a 180-ft Coast Guard buoy tender sent to rescue them — with *Rocket* bobbing along behind at the end of a long towline.

They were just six days and 1,100 miles into the race when something went 'thump' and the boat wouldn't answer its helm. At first, they thought the problem might be something in the pedestal steering. But then crewman Rick Boyce looked over the side and saw a large blue appendage floating beside the boat that looked suspiciously like a rudder. Sure enough, it had simply snapped off at the top of the shaft and was literally hanging on by a few threads of fiberglass.

The foil was rescued and a makeshift rudder begun. They managed to attach the rudder blade to a spinnaker pole and get it rigged to the side of the boat, but watched in amazement as the aluminum pole would bend up to 8 inches from side to side. Plus, it was virtually impossible to steer any kind of course. It quickly became apparent that while emergency tillers worked great in theory and books, they weren't much good in 10 to 12-ft seas.

Rocket didn't have enough fuel to motor to San Francisco, which at 550 miles due east was the nearest port. So they called the race committee and Coast Guard, both of whom had been kept appraised of the situation from the moment they lost steering. They requested assistance.

It arrived 72 hours later in the shape of *Blackhaw*, the Coast Guard's buxom, black-hulled buoy tender based at Yerba Buena. Otorowski was impressed at the professionalism of *Blackhaw* Commander Chris Conklin and his crew, who took the *'Rocket* men aboard, quickly rigged a towing bridle around *Rocket* and a drogue to keep her from yawing excessively, let out about 200 feet of towline and headed home.

The trip back to San Francisco took six days, because the ship couldn't go any faster than 5 to 5½ knots without putting undue strain on the yacht. And because they stopped every day to thoroughly check the tow, drogues and so on.

Rocket J. Squirrel was hauled at Anderson's in Sausalito in the middle of last month and should be sporting a new or repaired rudder as you read this. Ironically, Otorowski had just spent $65,000 on a total refit of the boat over the last year he's owned it. "Everything is either new or totally rebuilt," he says — "except the rudder."

After making sure the boat was in capable hands, the *Rocket* crew boarded a plane and finished the trip to Hawaii, with plans to charter a boat and go out to greet arriving Vic-Maui racers. As for putting his first trans-Pacific race in perspective, Otorowski says, "We'll ask for a time allowance."

— john skoriak

mexico-only crew list

Ever wonder why Mexican cruising season is so cut and dried? late November through early May — that's it and don't let anyone tell you different. Well, does the name Darby mean anything to you? We know it was *way* back last month, but Darby was a hurricane. With few exceptions, hurricanes never form after November or before May. Thus the cruising season.

Although Darby came close to Baja, there was lots of wind but not much damage. (Let's all hope we can say the same after the November elections.) At least ashore. At sea, however, three boats, including one sailboat, got into lots of trouble and required rescue. More about that back in *Changes*.

All of which seems rather long ago and far away as we sit here in shirt sleeves, savoring some of the most glorious weather we can recall in Northern California in years. And winter? Winter seems so incalulably far off that it doesn't even bear mention.

The fact of the matter, of course, is that old man winter is right around the corner. And if you're planning to go to Mexico this season, you better get on the stick and start getting ready. And as always, your ol' buds here at *Latitude* are here to help — it's Crew List time!

The Mexico-Only Crew List, which is what you're looking at, is a direct descendant of *Latitude*'s very first Crew List. We now also run a Racing,

continued outside column of next sightings page

mexcrulist — cont'd

Cruising, Daysailing and Co-Chartering Crew List in the spring. But what started it all is the realization that for people who wanted to crew and people looking for crew, it was catch as catch can. There was no central place where you people could meet one another.

Our Crew List, as well as those of other publications, yacht clubs and what have you, have hopefully put an end to that exercise in frustration. Now, if you want to head down Mexico way by boat, but don't already have a boat or crew, you just landed in the right place at the right time.

This particular model has been improved and updated so many times it practically fills out and sends itself in. But in case you're coming in completely new to the thing, we'll give a quick run-through of how it works. Just fill out the appropriate form and send it in. In the October issue, we'll publish your name, a little bit about your skills and desires, and your phone number or other contact. We'll do the same for people offering what you're looking for. Then it's 'your turn' again — time to make calls and set up cruises.

What's that you say — there has to be a catch? Well, if 'catch' means there are certain guidelines by which you must abide, then you're right. Here they are:

1. We must receive all Crew List forms by **September 15**. That doesn't mean postmarked by then. It means in our hot, ink-smeared little mitts.

2. All forms must be accompanied by the proper advertising fee. For crew looking for boats, that is $5; for skippers looking for crew, $1. Why the discrepancy? Boat owners spend enough already to get a boat ready for Mexico, so we give 'em a break.

3. One form per person, please. If you need more, make copies or simply fill out answers on a separate sheet.

continued outside column of next sightings page

I WANT TO CREW IN MEXICO

NAME:_____

AGE:_____ SEX:_____

PHONE OR OTHER CONTACT:_____

_____

_____ 1. For the trip down.
_____ 2. While in Mexico.
_____ 3. Sea of Cortez Race Week (Baja Ha-Ha).
_____ 4. Return trip up Baja.

MY EXPERIENCE IS:

_____ 1. Little or none.
_____ 2. Bay.
_____ 3. Ocean.
_____ 4. Foreign cruising.

ENCLOSE $5

I CAN OFFER:

_____ 1. Few skills, I am a novice sailor.
_____ 2. Skills of a normal hand: standing watch, reefing, changing sails.
_____ 3. Skilled and experienced sailor. I can navigate, set a spinnaker, steer and handle basic mechanical problems.
_____ 4. 'Local Knowledge': (a) have cruised Mexico before; (b) I speak passable Spanish.
_____ 5. Companionship.

estuary incident



This is not the 'incident', and there was no crash

ly been motoring across the Estuary when the outboard died.

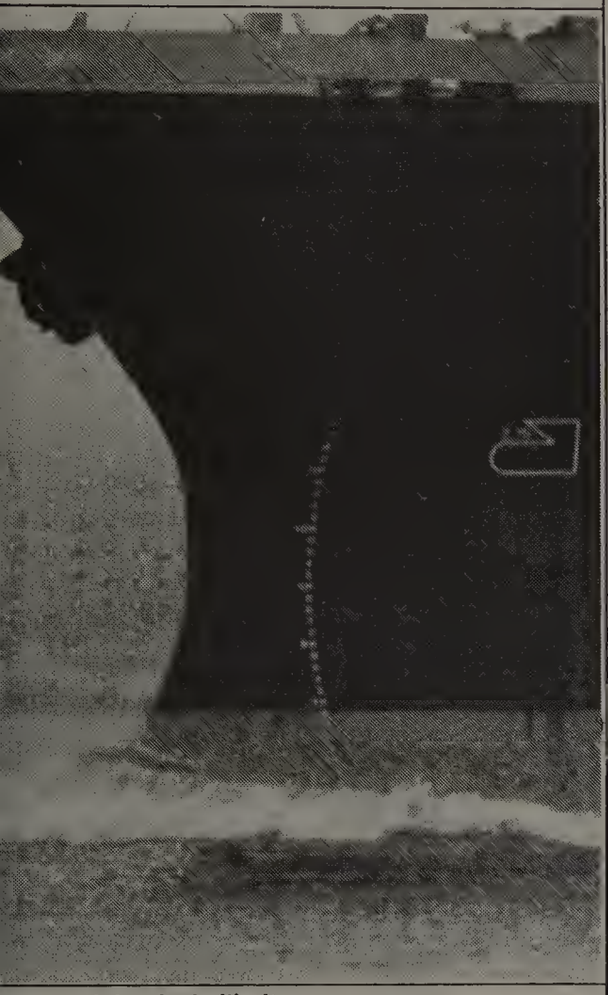
Martens got on the radio to *Choyang Park* and immediately swung *Expediter* around to go to the sailboat's assistance. Tom Miller, the pilot aboard the ship, had already seen the problem developing and had the ship in full reverse, with the horn honking its five-blast danger signal.

Unfortunately, the ship had too much way on to stop, and hit the boat going about 3 or 4 knots. Just 10 feet before contact, five people jumped off the little boat. The bow bulb of *Choyang Park* caught the Coronado under the port quarter and lifted her bodily out of the water and onto her side. Then the boat slid off and bonged and scraped her way down the side of the freighter.

The people in the water went down the other side, while Martens and crew threw them liferings, lifejackets and lines, and tried to get in position to pull them away from the ship without colliding with it themselves. They did manage to pull them about 10 feet away before the tug's propwash tore the line from their grip.

"I kept telling the ship what was going on over the radio," says Martens. "When the

— cont'd



LATITUDE/JR

— it just looks like it.

people were about halfway down the side, the ship cut its engines so there'd be no danger of them getting pulled into the propellers."

When the ship had passed, Martens was horrified to look over and see that an elderly man and woman were still aboard the sailboat. Or at least the woman was. The man was hanging half in, half out of the water, apparently unable to get himself back aboard. Amazingly, though showing scrape marks and suffering a broken backstay, the tough little Coronado appeared to have suffered little damage — and the rig remained standing.

Martens and his crew got the five swimmers aboard — at least a couple of them were wearing lifejackets — then took off after the boat, which was coming to rest along the jetty on the eastern side of the Estuary. During this part of the epsiode, Martens was having to effect the rescue while fielding calls from everybody and their brother: the pilot, the ship's agent, the Coast Guard, his office, and so on.

Bruce and his crew soon had the elderly couple aboard, the boat off the rocks, its

continued middle of next sightings page

mexcrulist — cont'd

4. You must take responsibility for yourself. In other words, if you take part in the Crew List, you can't hold us responsible in any way if things don't turn out like you want. Or, in our required bit of legalese: The *Latitude 38* Crew List is an advertising supplement intended for informational purposes only. *Latitude 38* does not make or imply any guarantee, warranty or recommendation in regard to the character of the individuals who participate in the list, or the condition of their boats or equipment. You must judge those things for yourself.

5. If number 4 bothers you for some reason, be assured that most people who cruise didn't get there by being wingnuts. We have yet to hear of any serial killers in the cruising community, but we hear a lot about people who've fulfilled dreams and even found life partners through the List. As far as we know, no Crew Listee has ever suffered a more serious injury than a broken heart when they had to leave all the fun and come back home. If you're still concerned, and want a little added 'protection', it's perfectly okay to use first names only on the List. In fact, we suggest this for women, who may also want to take the advice of using a P.O. Box, fax or contact number *other* than a home phone.

Still hanging in there? Good. Send completed forms to Mexico Crew List,

I NEED CREW FOR MEXICO

NAME:_____

AGE:_____ SEX:_____

PHONE OR OTHER CONTACT:_____

_____

BOAT TYPE/SIZE_____

_____ 1. For the trip down.
_____ 2. While in Mexico.
_____ 3. Sea of Cortez Race Week (Baja Ha Ha)
_____ 4. Return trip up Baja.

MY EXPERIENCE IS:

_____ 1. Bay.
_____ 2. Ocean.
_____ 3. Foreign cruising.

ENCLOSE $1

I AM LOOKING FOR:

_____ 1. Enthusiasm — experience is not important.
_____ 2. Moderately experienced sailor to share normal crew responsibilities.
_____ 3. Experienced cruiser who can (a) share navigation and/or mechanical skills, (b) who can show me the ropes.
_____ 4. 'Local knowledge', someone who (a) has cruised Mexico before; (b) speaks passable Spanish.
_____ 5. Companionship: (a) Female; (b) Male; (c) either.
_____ 6. Someone to help me bring boat back up the coast.
_____ 7. Someone to help me trailer a boat up/down the coast.

Latitude 38, P.O. Box, 1678, Sausalito, CA 94966.

Just so we don't miss anybody, the forms will run again next month. We'll also have more then about the world-famous Mexico Only Crew List Party. Stay tuned.

short sightings

SEATTLE — Each year foreign drift-netters and trawlers illegally sneak into U.S. waters to take hundreds of millions of dollars worth of fish, killing excessive numbers of marine mammals and sea birds in the process. A couple of Coast Guard cutters and some spotter aircraft are given the impossible task of trying to prevent this illegal fishing. It now appears that modern technology may be on the verge of slamming the door on the illegal fishing.

A NASA satellite is about to begin 'fingerprinting' every fishing boat in Pacific Northwest and Alaskan waters. Hard as it might be to believe, a satellite can uniquely identify a vessel by its diesel exhaust. Armed with this information, the Coast Guard would be able to easily identify, apprehend — and hopefully fine the hell out of — the illegal drift-netters and trawlers.

Funding for the project is being split between NASA and Seattle-based fishing vessels. Here's for hoping they soon reap a bountiful catch.

SARASOTA — Sharks, man's favorite nightmare, are widely believed to be on the decline. One reason is they reproduce slowly. Most fish mature at age 2 or 3 and produce hundreds of millions of eggs; most sharks don't mature until about 12 and then produce only about 10 offspring a year.

Man, of course, is a much bigger threat to the shark population. Scientists want them to study their immunity to cancer, shark oil is used for medications, and their cartilage is used as artificial skin for burn victims. But the biggest threat to sharks has been the Asian craving for their meat and fins, which sell for upwards of $20 a pound.

In recognition of the problem, in April, Florida reclassified sharks as a non-commercial species and limited recreational fishermen to one shark per person and two to a boat.

SANTA CRUZ — A good way to keep the peace may be to keep guns out of the hands of criminals, but is throwing them (the guns) in the ocean a good idea? Seems that's what the Santa Cruz County Sheriff's Department has been doing for years because it's cheaper than melting them down. Some 3,000 firearms have been deep-sixgunned in Monterey Bay in the last 14 years. Now Save Our Shores, the group that helped make the Bay a protected wildlife sanctuary, is complaining that the corrosion kills sealife and the practice violates the area's sanctuary status. The Sheriffs said they'll melt from now on.

SANTA ANA — And they say *Northern* California is goofy . . . . GPS suffered an odd setback on May 10 when two guys took axes to a $50 million NAVSTAR satellite at Rockwell's Seal Beach plant. The two, who claimed to be peace activists, said they believed the satellite was intended for military used. 'Injury to property belonging to the United States' could land the two in the hoosegow for up to 10 years. In other news from Southern California, some wanker (or wankers) have been sinking buoys along the coast to the tune of eight in the last 12 months. The *modus operandi* — a high powered rifle and low powered brains. Raising, repairing or having to replace them has cost taxpayers tens of thousand of dollars.

PRINCE WILLIAM SOUND AND OTHER SENSITIVE AREAS — That's where the Coast Guard has proposed that all single-hulled oil tankers over 5,000 gross tons transporting bulk oil in U.S. waters be escorted by two towing vessels. The Coasties say that having the towing vessels available would reduce the probability of a grounding or collision if the tanker lost its propulsion or steering system.

CHP, FAA and train industry — take note! Obviously, tanker trucks, air tankers and trains with tank cars should also have appropriate escorts. Never know when those trucks, for example, might get a bothersome flat tire. With a couple of escort vehicles along, the danger would be reduced to miniscule proportions.

Sure, these programs would cost a ton of money. No problem, let's just tell the government to print more! Hey, we could even give the Brinks trucks a couple of escort cars, too . . . .

CHICAGO — For the first time, a Bay Area sailing club for persons with disabilities has been invited to participate in an all-expenses-paid International competition. Two members of BAADS — the Bay Area Association of

continued outside column of next sightings page

estuary incident

mast secured with a jury-rigged backstay and everyone warming up with dry blankets and hot choclate aboard *Expediter*. "For some reason, we didn't have any coffee aboard that day," he laughs. Everyone was cold, but fortunately, unhurt. *Expediter* towed the Coronado to the vicinity of Grand Harbor, where it's berthed, then let a Coast Guard 41-footer complete the trip.

Choyang Park had meanwhile proceeded to Anchorage 9, between Alameda and San Francisco, and stood by while the Coast Guard sorted out everyone's reports over the radio. When it was determined that everybody was okay, she was allowed to proceed on out to sea, and *Expediter* headed back across the Bay.

Martens, a fourth generation San Francsico seaman (and sailor and marine surveyor), commends both his crew and the pilot and crew of *Choyang Park* for exemplary action in the incident. "They knew just what to do and did it," he says. "Had anyone



— cont'd

panicked or done the wrong thing, things could have ended up a lot different."

Bruce also doesn't fault the skipper of the little boat, except perhaps on overcrowding a 25-ft boat with seven adults. "His engine just died in the wrong place at the wrong time. There wasn't time to raise the sails and anchoring wouldn't have helped."

The only thing we question is why the people bailed out. From our admittedly Monday morning quarterback perspective, it would have made much more sense to stay with the boat.

Martens didn't catch the boat's name and, to tell you the truth, we didn't see any reason to track down any more details than you've just read. This incident is dramatic enough as it stands, and as such serves the purpose for which we ran it — to illustrate how quickly you can get into trouble if you don't keep a diligent eye on what's going on around you.

So sail safe, have fun and *please*, folks, be careful out there.

shorts — cont'd

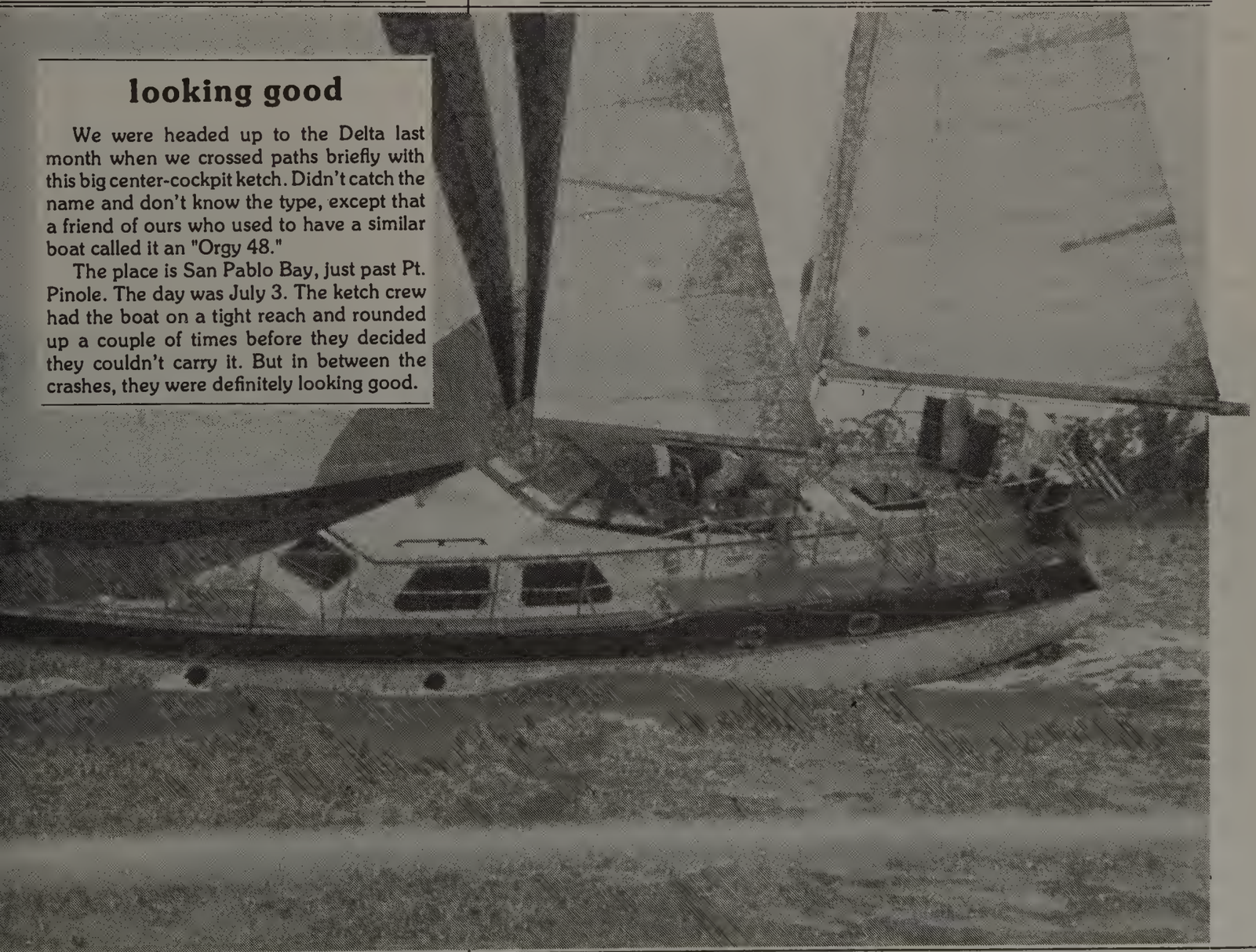
Disabled Sailors — are in Chicago racing against other disabled skippers and crew in the North American Challenge Cup as this issue is being written. The Bay Area representatives are BAADS President Richard Skaff, a paraplegic and disability access coordinator with San Francisco's Department of Public Works, and Davig Stuart, a quadraplegic past president of BAADS and environmental scientist with the U.S. Environmental Protection Agency. The sailing will all be done aboard Freedom 20s, a Gary Mull designed boat aimed specifically at making sailing easier for physically handicapped people.

NOVA SCOTIA — The first time Hugo Vihlen departed this Canadian port for his solo trans-Atlantic sailing trip, he got washed back in. The second time — we couldn't get an exact date but it was sometime in June — was apparently a charm. The problem was not the hugeness of the current, but the tinyness of his boat. *Father's Day* is only 5½ feet long. The U.S. Coast Guard thought that was too small, and slapped a 'manifestly unsafe voyage' on Vihlen, a ruling which would impose severe fines on him if he tried to leave from an American port. Thus the Canadian departure. We tried, but could not find out any more than that about Vihlen, his boat or his trip, except that it isn't the first time he's been the terror of tiny town. In 1968, he sailed from Morocco to Florida (his home) in a 6-footer. We can't imagine what the hull speed of the boat — which looks kind of like a sideways R2D2 with a sail in his head — but don't expect to read much about the arrival of *Father's Day* or its intrepid skipper in Europe until about our Christmas issue.

looking good

We were headed up to the Delta last month when we crossed paths briefly with this big center-cockpit ketch. Didn't catch the name and don't know the type, except that a friend of ours who used to have a similar boat called it an "Orgy 48."

The place is San Pablo Bay, just past Pt. Pinole. The day was July 3. The ketch crew had the boat on a tight reach and rounded up a couple of times before they decided they couldn't carry it. But in between the crashes, they were definitely looking good.



1992 WEST MARINE PACIFIC CUP

When you talk about this year's West Marine Pacific Cup 'Fun Race' from San Francisco to Hawaii, you're talking variety. You've got an unsung 'lead mine' leading almost the entire way, you've got two guys on a tiny surfing machine popping up out of nowhere to claim overall honors, and you've got two guys on a maxi sled aiming for — and nearly shooting down — *Merlin*'s all-time California to Hawaii record.

You've got some crews with an average 12 TransPacs-worth of experience and you've got other crews who've never raced in the ocean, let alone hoisted a chute in anger. You've got winning skippers in their 60s, losing skippers in their early 20s; white skippers who fizzled with red-hot boats and black skippers who trophied with broken down boats. You've got bravery, buffoonery, beauty and bombast. Stick around and we'll tell you a little bit about it.

For a long time it looked as though this year's seventh running of the Pacific Cup would be a 50-boat sell-out. 'Fun racers' aren't as reliable entries as longtime ocean racers, however, and eventually 22 entries fell by the wayside. But in a testament to the incredible vitality of the event since it became the *West Marine* Pacific Cup in 1986 — and since the finish was moved from Kauai to Kaneohe Bay on the quiet side of Oahu — nearly that many back-up entries were standing by ready to fill the empty slots. So when the first gun sounded off the St. Francis YC on July 6, the first of 46 boats — just four short of Kaneohe's capacity — answered the call.

The West Marine Pacific Cup is not only here to stay, it's become the equal — in terms of popularity — to the 75-year old L.A. to Honolulu TransPac. It's also far eclipsed the Vic-Maui Race, siphoning off a good number of Pacific Northwest entries.



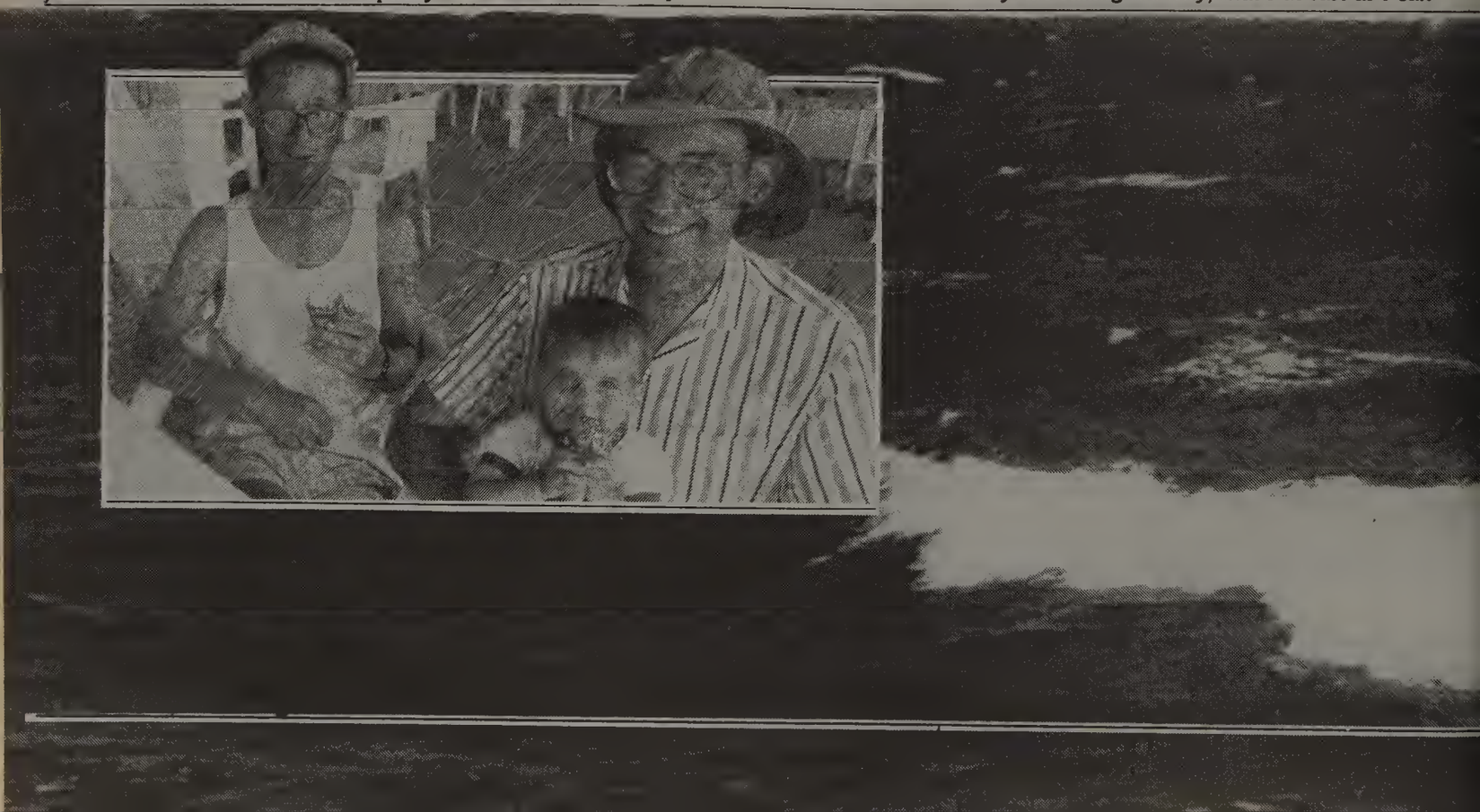
'Ghost's excellent jib halyard jury rig held all the way to Oahu.

Unlike the TransPac, the West Marine Pacific Cup staggers four starts over four days, with the slower boats starting first. Without the staggered start, the maxi sleds would finish a week ahead of the smaller racer/cruisers, and the camaraderie and post-sailing socializing, a big part of the 'fun race', would vaporize.

The inherent problem with staggered starts is that the different divisions are likely to encounter different wind conditions as they get away from the coast. The slower boats leaving the first day might get great winds at the start, for example, while the boats that start on the following three days might get bogged down or even becalmed in the coastal variables. This would give the early-starting boats a big jump on first-to-finish and corrected-time honors — and that's exactly what happened this time around.

A production-built Morgan 38-2 is hardly the kind of boat you'd envision hoisting a broom to the top of her mast at the conclusion of a downwind race to Hawaii— signifying a 'clean sweep' of first-to-finish, first in class on corrected time and first in fleet on corrected time. But that's darn near what 52-year-old Lou Ickler, a four-time veteran of the Pacific Cup, and his five Kaneohe YC crew, were able to pull off with *Ghost*.

"Unlike the boats in the other three starts, we had excellent winds getting out of San Francisco," said Ickler, a former member of the Sausalito YC who moved his family and investment management company to Hawaii at the end of the 1990 Pacific Cup. "We made it from the St. Francis YC starting line to the Gate in 17 minutes. Having spent 15 years sailing the Bay, that's as fast as I can





COURTESY BLUE MAX

Say, this is even more fun than in the back yard.

imagine it being done with a boat like ours."

Once away from the coast, *Ghost's* crew did everything possible to take advantage of their charmed start. They tried to set their chute for the first time just 24 hours outside San Francisco, for instance. The 1.5 ounce was set and struck five times before they could effectively carry it on the course they wanted. But once up, they never dropped it or reefed the main.

Well, almost never. Each of the U-bolts that held a spinnaker halyard block to the mast truck wore through in a matter of days, resulting in the chute twice dropping out of the sky. With nothing to hold the spinnaker halyards aloft, *Ghost's* crew had to jury rig a way to fly the chute using a jib halyard. That's easier said than done, because a spinnaker will normally make a jib halyard jump the sheave or chafe through in a matter of hours. *Ghost's* solution, which lasted all the way to Oahu, can be seen in the photo on the opposite page.

Driving the boat hard in the 15 to 30 knot winds that held throughout the race, *Ghost* appeared atop the leader board almost every day, in both class and fleet. Not only that, she looked strong for first-to-finish honors as well.

But as the race unfolded, the tension built. *Mongoose*, a Santa Cruz 70 being doublehanded by owner Paul Simonson and Stan Honey, was gaining like Carl Lewis on Roseanne Barr. But *Mongoose*, which had languished in the light winds that accompanied the fourth start, was still many miles astern and there weren't that many miles left to the finish.

With only two days to go, *Ghost* had a lock on class and fleet honors, but first-to-finish was still too close to call. *Ghost* reported an earlier ETA than *Mongoose*, but Pacific Cup veterans knew this was deceptive. As boats approach Hawaii, the opportunities to surf increase dramatically. *Ghost*, a moderately heavy racer/cruiser, can't surf except for short, hard-to-manage spurts. The Santa Cruz 70 *Mongoose*, of course, was born to ride. The harder the wind blew and the bigger the waves, the easier *Mongoose* was to control and the faster she went. Members of the host Kaneohe YC held their collective breaths hoping that their fellow members aboard *Ghost* could hang on.

Seasoned ocean racers are a skeptical lot, having so often had to deal with The Unexpected. Snapped rudders, crumpled rigs, shredded sails, flamed-out crews, vanishing breezes — the unforeseen always seems to lurk just around the corner when you race on the ocean. True to form, it was only a matter of time before The Unexpected made an appearance in the Pacific Cup.

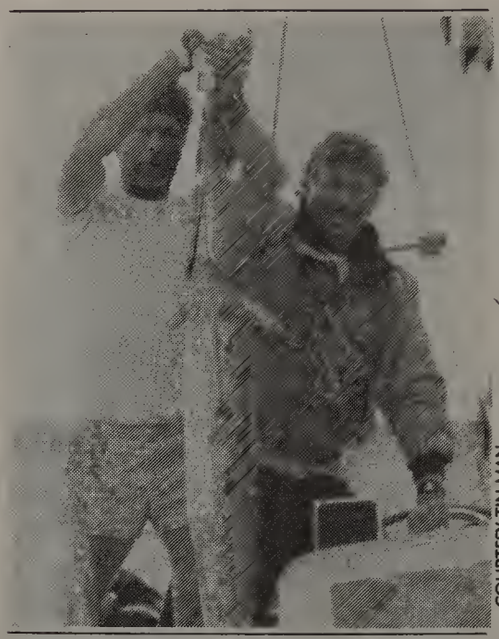
Spread, a doublehanded 'Oregon Native' crosses the finish line while (inset) 'Bobo' and 'Noodles' model strange hats at the yacht club.



1992 WEST MARINE PACIFIC CUP



'ProMotion', on her way to Class C honors, captured mid-ocean by Tim McKenna on 'Shadowfax.'



COURTESY TIN MAN

Fresh fish tonight . . . and tomorrow . . . and the next night . . .

About 12 hours before *Ghost* and *Mongoose* were anticipated to have their showdown at the Kaneohe Bay finish line, race officials got a call from the Coast Guard. The Coasties' powerful antenna had picked up a VHF radio transmission from the Moore 24 *Bonzi*, which was being doublehanded by owner Frank 'Noodles' Ansak and Jim 'Bobo' Quanci. The two reported that although they'd lost their ability to transmit on SSB the second day of the race, they were all right. And by the way, they were just 25 miles from the finish!

"There were about 30 seconds of stunned silence when they made the announcement at roll-call," remembers Kim Ickler of *Ghost*. "A collective quiet that said, 'Those little twerps in that tiny boat!'" Kim didn't mean it personally, of course, it was merely the manifestation of frustration the *Ghost* crew felt at having worked so hard for so long with such great expectations — and then getting trounced by a 'stealth' entry.

"It was a big disappointment," admitted Lou Ickler. "Much worse than if they had been in contact all the way." All entries are required to check-in each day. Those with radio problems — there were about eight in this race — are usually penalized 15 minutes a day. Boats that simply choose not to report in are thrown out of the race.

None of the fleet — Ansak and Quanci included — figured *Bonzi* to be much of a threat. And based on her performance in the 1990 Pacific Cup, the little 24-footer had to be considered a sleeper at best. In that race, Ansak and crew John Manthorpe had been both slow and wayward, taking 17 days to complete the course. They were beaten boat-for-boat by every entry in the 45-boat fleet — including non-surfing cruisers such as Westsail 32s, Coronado 34s and Hans Christian 33s — partly because they'd had a lot of trouble finding their way with a sextant. Arriving just 10 minutes before the start of the awards ceremony, Ansak was presented a GPS as a good-natured booby prize.

"Last time the boat wasn't prepared, and John and I weren't psychologically ready," acknowledged Ansak, who began sailing intensively four years ago when his father died prematurely just prior to his retirement.

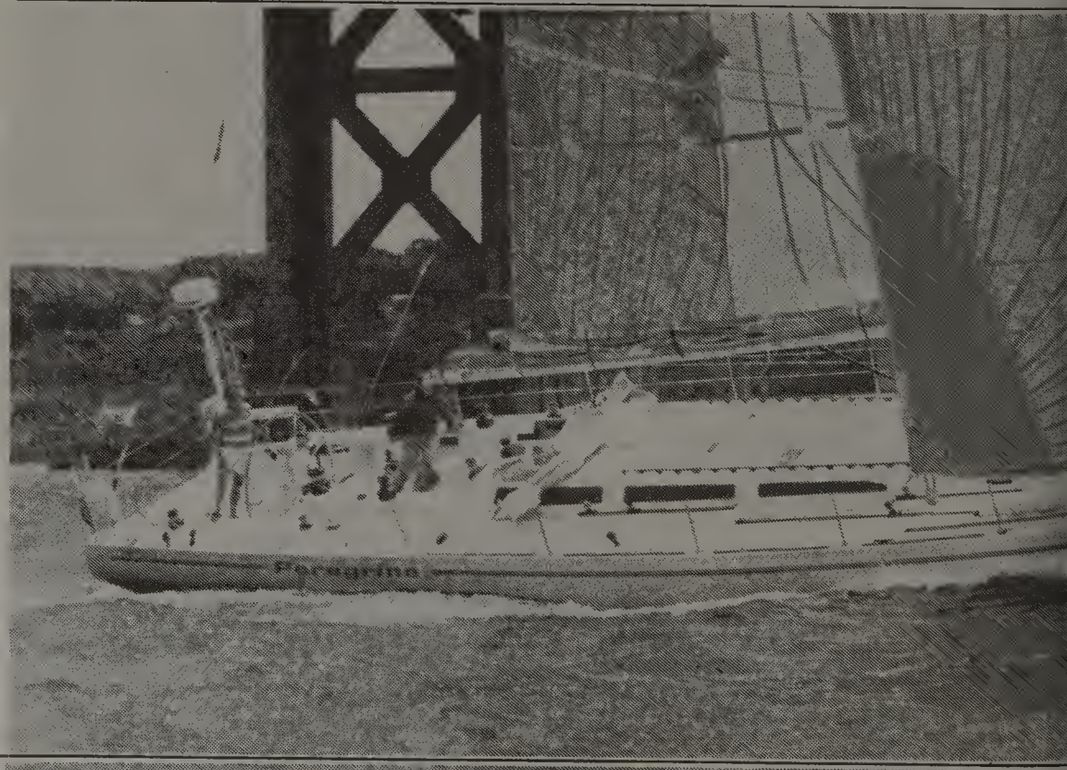
Viewing the last Pacific Cup as a case of unfinished business, Ansak decided he was going to do better this time around. To that end he signed on Jim Quanci, who had done the 1986 Pacific Cup doublehanded with a Hobie 33 in a swift 11½ days. "He's a much better sailor than I," admits Ansak.

"Our main goal this time," Ansak continued, "was to surf our brains out and let the chips fall where they may. Beyond that, Quanci wanted to finish in less than 14 days and I wanted to do better than I'd done in the last Pacific Cup."

The two succeeded beyond their wildest expectations, covering the 2,070 miles in a remarkable 11 days, 19 hours, which works out to better than a 7.3-knot average. As confirmed by the GPS, their best day's run was 225 miles the third day out. "We were so mad our radio fried because we really wanted to report that to the fleet," said Quanci.

Their performance reflects the experience they gained doing the spring ocean series together, three months of boat and psychological preparation ("We'd practice jibes on dark, windy nights"), and having the right 'tool' for the job.

"The Moore 24 was the perfect boat for the conditions," said Ansak. "She had just enough wind to surf almost the entire time, but there was never so much wind that she became hard to handle. We never had to press either ourselves or the boat, and we



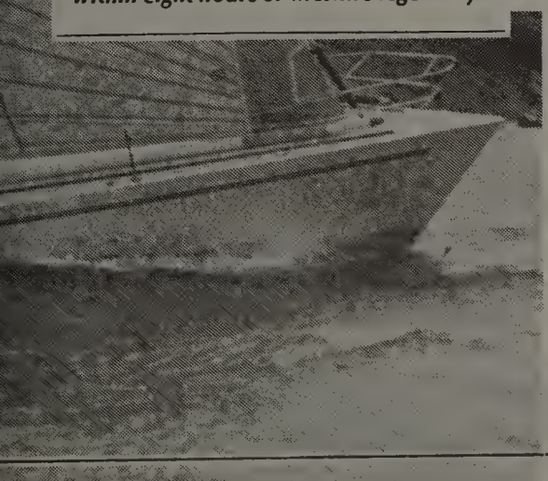
Short sleeve shirt and shorts — 'Peregrine's helmsman looked like he was out for a daysail rather than a dash to Hawaii.

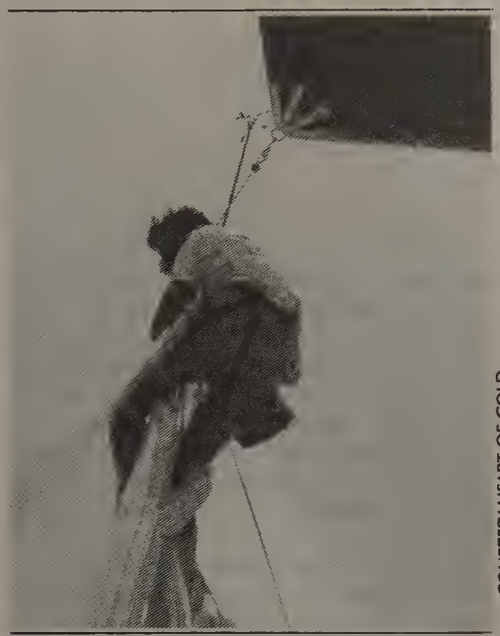
didn't break anything. Frankly, I was more impressed with *Ghost* and *Mongoose*. Even though *Ghost* isn't designed for downwind races, her crew brought her in just 12 hours behind us. And once we started doing 180-mile days, we'd crossed off *Mongoose* as a threat. We figured there was no way two guys could approach getting even 80% of the potential speed out of such a big boat like they did."

Quanci, who works for Autodesk of Sausalito, agreed with Ansak on the relative ease of the crossing. "It wasn't a hard race. We had the most wind, maybe 25 knots, the first day and after that kept adding sail. The third day we set the 3/4 ounce chute and — except for three minutes to see how it was holding up — carried it all the way until we crossed the finish line on a 12-knot screaming reach. We only had three round-ups, none of them as bad as many we've had on the Bay. My wife Mary, who's pregnant and had to take care of our two-year old, had a much harder 12 days than either Frank or I."



Total teamwork brought Simonson and Honey to within eight hours of 'Merlin's legendary record.





COURTESY HEART OF GOLD

Preventative maintenance from bottom to top is essential for to a good Pacific Cup finish.

"Our goal wasn't to finish first, but to break *Merlin's* California to Hawaii record of 8 days, 11 hours," said *Mongoose's* Stan Honey. In what some sledmen might find to be an outrageous claim, Honey believes that a doublehanded Santa Cruz 70 might be able to beat a fully-crewed Santa Cruz 70 in a race to Hawaii. "Doublehanded we lose a little on sail trim and helmsmanship, but because we displace 10% less than a boat full of guys and their gear, we surf quicker, faster and longer. I think the net tradeoff is about even — which is how we justified our belief we could break *Merlin's* 15-year-old record."

Much to just about everyone's surprise but their own, the 37-year-old Honey and 45-year-old Simonson almost pulled it off. Despite being stalled by light winds at the start, they averaged over 9.7 knots for the course and crossed the Oahu finish line in a dazzling 8 days, 20 hours — just 9 hours off *Merlin's* record pace.

"There were a lot of skeptics," said Honey. "Some thought we couldn't sail such a big boat in a safe, seamanlike manner, or that if we did, we couldn't sail the boat to anywhere near her potential. It turns out they were wrong. If we'd had the winds the 'A' boats got leaving San Francisco, we certainly would have broken *Merlin's* record."

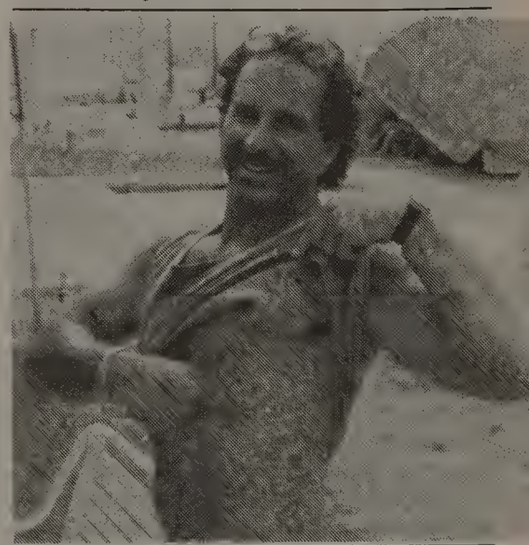
The winds for the fourth start were indeed light. The best any 'D' boat could correct out was 9th place.

The race turned out to be easier than either one expected. "We didn't get into any shitfights in which everything went wrong," said Honey, "and it was actually easier than doublehanding my Cal 40 *Illusion* across like I did in the last Pacific Cup. It was fun, too."

"I'm a MFO (*Mother F--ing Owner*)," said Simonson, "which means my normal jobs on the boat are to pay the bills and watch 20-year-old kids do everything. This race was different, because I was 50% of the crew — or 100% of it half of the time. Therefore, I had only myself to blame or pat on the back if I screwed up or did well. It was the most fun I've ever had with the boat. Give me two weeks, maybe three, and I'll be ready to do it all over again."

A big part of *Mongoose's* success can be attributed to a software program Honey developed to run the autopilot. On a big boat like a Santa Cruz 70, a solo helmsman is unable to reach the halyards, sheets, runners or any other controls.

"When we wanted to tack at the beginning of the race, we'd push the 'tack' button on the autopilot. The boat would then sail herself through to a predetermined angle based on the conditions — plus another five degrees. After 20 seconds, the time it would take one of us to grind the sheet most of the way in, the autopilot would automatically bring the boat up another five degrees to the optimum sailing angle for the given wind." While Honey and Simonson didn't have to tack much, they were efficient when they did.

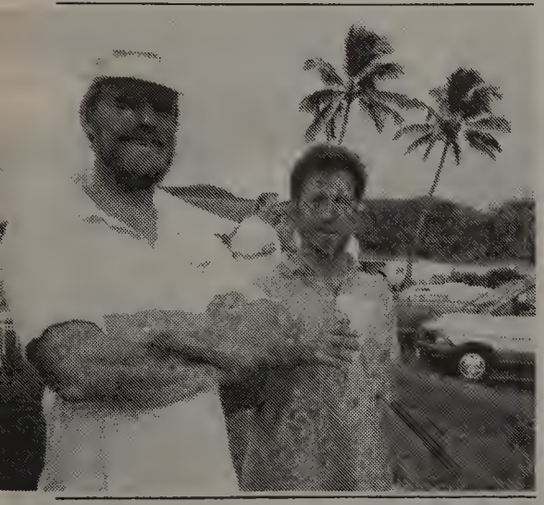


Darrel Antone — "Here's the owee."

They had a Pro-Furl roller furling system on the headstay, but since they only had one sail that fit, they didn't use it much.

"We changed from the #2 to the #1 back to the #2 the first day, then we switched between an asymmetrical spinnaker and jib about 20 times in the first three days," said Honey. It was so easy that I did it myself a

1992 WEST MARINE PACIFIC CUP



The pride of the Pacific Northwest, 'Discovery's Dan Symonds and 'Amica II's George Austin.



'Oregon Natives' — they're anything but lumbering across the finish line.

few times, and it only took a minute. To set the chute we'd just roll up the headsail, raise the sock and hoist the bell. To take it down, we'd sock the spinnaker, toss it down the forward hatch and unroll the jib. The sock worked flawlessly until the last day when it was blowing about 30 knots. That time we had to do a traditional behind-the-main take-down, but we didn't have any trouble with that either."

Mongoose's secret weapon, however, was the software program Honey developed to drive the boat downwind — which, after all, is what a race to Hawaii is all about. Drawing on data he's collected from being a sled navigator to Hawaii every year since 1977, Honey's program steers a boat based on her polars, not her compass course. In other words, the computer takes the information from the windspeed and wind direction sensors, calculates the fastest course based on reams of data from previous races, and puts the boat on that course. And then constantly updates the information. Unlike non-surfing boats, with a maxi sled it's not nearly as important where you go as how fast you go.

"After a two-hour stint on the wheel," said Honey, "we felt the autopilot could do a better job steering than a fatigued helmsman. Unfortunately, the program doesn't 'understand' waves — they take it by surprise. So when it was really windy, we could only use it for a few minutes to make adjustments before we had to hand-steer again." Honey and Simonson hand-steered about 50% of the time and had few problems.

"If the spinnaker pole is properly trimmed," explained Honey, "any reasonable driver can steer a big sled through a squall. The driver isn't as important as the trim."

Simonson knows exactly what Honey is talking about. "It was blowing about 25 knots one dark night on my watch. Stan trimmed the pole back a little more than normal to a 'bullet-proof' position, then went below to get some rest. I figured if a little back on the pole is bullet-proof, then a little more would be even better."

It isn't. Soon sailing as low as 165° apparent — way, way low for a sled — there was a windshift and *Mongoose* rounded up. This resulted in one of only two 'all hands' calls during the entire race. But with Honey quickly up on deck, they got the boat righted and back on course in about a minute. The other 'all hands' call was during the last night when it was blowing 30 and they thought they might have to douse the chute. It was a false alarm.

How did they alert the off watch sleeping below if the helmsman was a prisoner of the wheel? "The VHF at the nav station was tuned to channel 16 and kept at full volume at all times," said Honey. "Whoever was driving wore a handheld VHF. If a nasty situation arose or it was time to switch watches, the driver called the guy sleeping over the VHF. Honey and Simonson thought it was humorously appropriate that their intraship communications were on the 'distress' frequency.

Mongoose ripped across the Pacific at an incredible rate. Given just two crew and usually only one on deck, they concentrated more on high average speeds than brief bursts — but nonetheless scored a 22 on the knotmeter. Their computer, which cranked out reams of data every five minutes, recorded an even more impressive five-minute span during which they *averaged* 15 knots. The highest four-hour average for these two guys on a monohull was 13.2 knots! Their tops day's runs were 275 miles, 271, 255, 247, 247 again, and 246. Whew!

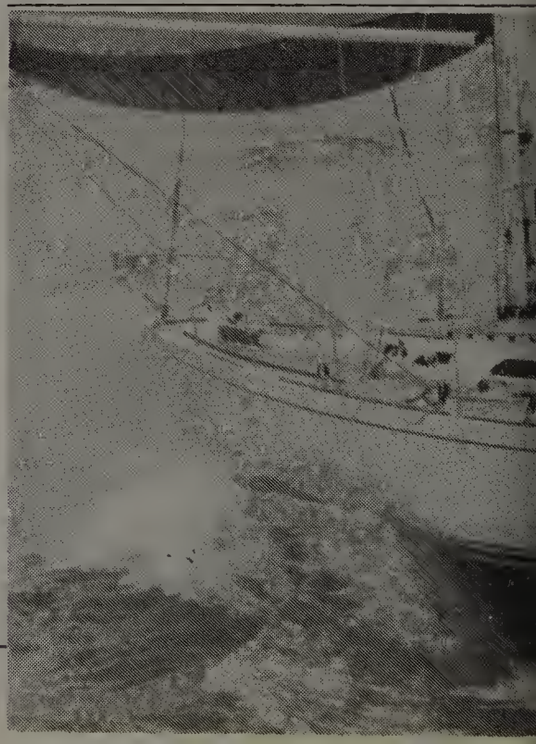
So what was it like when one of them was all alone on deck, driving the huge sled through the dark night, taking off on waves and surfing like crazy?

"There was nowhere else on earth I wanted to be," said Honey, a dreamy smile breaking out across his face. An electrical engineer by training and inclination who has ended up the paper-shuffling president of the company he founded, 300-employee ETAK, the race was a great challenge — and a welcom break from his routine. He even thoroughly enjoyed the month's worth of evenings that went into developing the autopilot software, which to his knowledge is the only one in the world that has a boat sailing to her polars.

For Simonson, who hasn't been sailing anywhere near as long, driving alone was a different experience.

"You had so much adrenalin pumping through your body when you were doing 18 knots, that you'd leave your fingerprints imbedded on the wheel. You were still so hyped up when you went off watch that it was hard to sleep. It was scary." Nonetheless, Simonson knows he's a much better sled driver as a result of the race. "I've improved my driving skills 50 fold!" he says emphatically.

"Our conclusion from the race," summarized Honey, "is that it's encouraging to find that two people can sail one of these sleds in a seamanlike manner at very close to the boat's potential. It's noteworthy we didn't break a single thing; all we did was re-Nicro press the halyards, a standard preventative



ALL PHOTOS LATITUDE/RICHARD
EXCEPT AS NOTED

measure in a race like this."

Honey and Simonson were shadowed all the way across the Pacific by Tom Corkett and Scott Abrams, best friends of 30 years who were celebrating their 50th birthdays by doublehanding a N/M 70. Since *Peregrine*, owned by a young woman from Newport Beach, is a cruising sled, *Mongoose* owed her 8 hours on corrected time. Corkett, who has sold yachts at Ardell for 27 years, and Abrams, captain of the Matson Line's *Maui* that carries containers between L.A. and Hawaii, hung tough to correct out 40 minutes ahead.

Honey didn't take the loss badly. "Corkett is from the generation ahead of me. When I was growing up, he was one of my sailing heroes."

Corkett and Abrams brought a wealth of ocean racing experience to the race; Tom has done 13 TransPacs (he won in '63) and Scott, 11. Corkett had won a TransPac back in 1963, and he and Abrams have sailed together for more than half their lives. They felt good about shorthanding with each other and they felt good about the boat.

"Scott's the only guy I'd do this with," said Corkett. "I couldn't have slept down below unless I knew there was a guy like him on deck who knew what he was doing. And he feels the same way about me. As for the boat, she was set up very well and we knew we could sail her. Although we only practiced a couple of afternoons before the race, ours was an all-out effort."

Interestingly enough, Corkett and Abrams took a much less conservative approach to the race than Honey and Simonson. The latter had done three relatively long practice races with stand-by crews, they used spinnaker socks and would drop the chute before jibing. Corkett and Abrams, on the other hand, didn't really practice, didn't use spinnaker socks, and jibed with the chute up.

"We did everything like you'd do with a full crew," says Corkett. "We were trained that way, so that's how we decided to do it." It wasn't easy making the sail changes or jibing the spinnaker, but they were able to accomplish it — and with good speed. When they did have trouble, they were able to recover quickly.

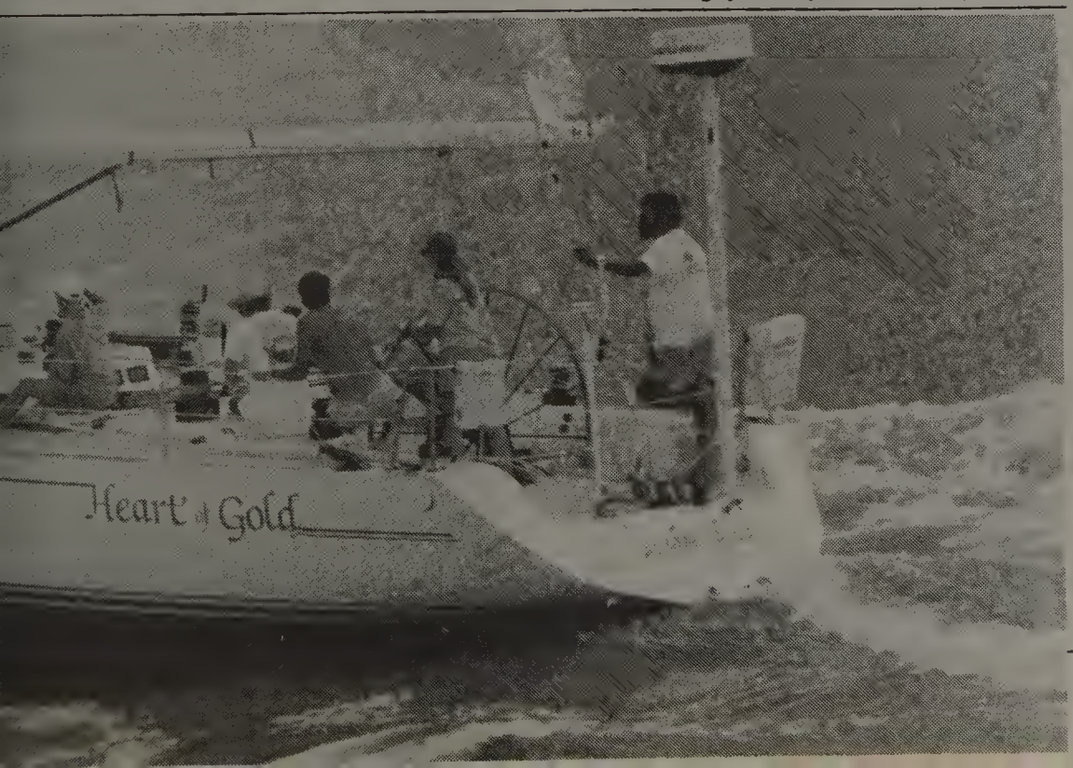
"A halyard broke and the spinnaker came tumbling down one night at 0300," remembers Corkett. "Fortunately there was enough wind beneath it so that we were able to gather it up in about three minutes. We had the next chute up and drawing within about 10 minutes." Big sleds don't get killed when they're bald-headed, because they can still rocket downwind under main alone.

"Jibing, of course, was the most difficult maneuver," admits Corkett. "We did four jibes coming across, which is more than we wanted. We used the double-pole system, and it worked absolutely perfectly. Our last jibe was off the west end of Molokai. We were a little concerned, because it was blowing 28 knots and we were surfing at 14. With two poles up, all you have to do is dip one in the water and the mast comes down. But the jibe went fine."

For two guys who just turned 50, Corkett and Abrams seemed to get by with almost no sleep. "Once we had the chute, up the autopilot couldn't handle it," said Corkett, "so we had to drive 90% of the time. We started with three-hour watches, but gradually shortened them to two hours near the end. We found that if we could catch one hour of sleep during each off watch, we'd be okay. There were things to do on the boat, however, so we'd sometimes miss two or three off-watches without getting any sleep at all. We were fatigued when we crossed the finish line — having to stand and drive for 12 hours a day will do that to you — but we were in good shape physically."

Corkett reports that both he and Abrams found the race to be a very rewarding experience. Like the duo on *Mongoose*, they were certain they'd have smashed *Merlin's* record had there only been a decent breeze at the start.

Since the first two boats to arrive — *Bonzi* and *Mongoose* — had run off with the three biggest trophies, all that was left for the remaining 44 boats at sea were class honors. Here's how the class action evolved:



Wait a second, I thought it was my turn to win.



You do what with that thing?

Class A

Having been surprised by *Bonzi* for first-to-finish and fleet honors, *Ghost*, which finished behind *Mongoose*, settled for 1st in Class A and 2nd in fleet. It wasn't all that Ickler and crew had hoped for, but it was something they should be mighty proud of.

Despite *Ghost's* excellent performance, she only beat George Austin's 'steel shoe' *Amica II*, which took 2nd in class and 3rd in fleet, by just 2½ hours on corrected time. It took a superb effort by Austin and crew to get the heavy displacement (24,000 lbs) 39-foot, French-built and designed boat to Oahu that quickly, but they could have done even better. None of the four crew had any ocean racing experience, and three-quarters of the way across they completely burned out for a day.

"We're white boys from the Pacific

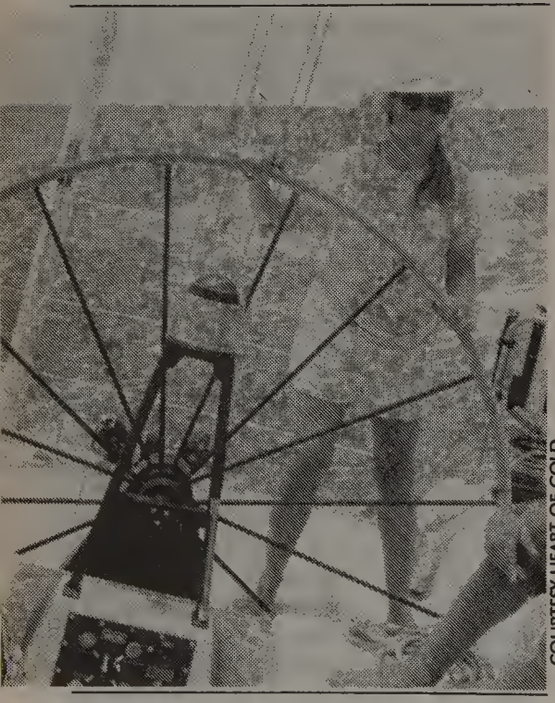
1992 WEST MARINE PACIFIC CUP

Northwest," laughed Austin, "so we weren't use to the tropical sun or heat. There was one day when all four of us were suffering from severe heat exhaustion and couldn't do anything but lay on deck. We didn't have any salt tablets, so we ate all the salty food we could and drank lots of water."

"We were very pleased with how we did," said the skipper of the first Pacific Northwest boat to finish, "but we noticed lots of areas for improvement. We'll start working on them immediately so we can do better when we return in 1994."

Just how did a short, heavy, beamy 39-footer cover 2,070 miles in just 12 days 19 hours? First off, they were an A boat, which meant they had great winds to rocket off the coast. Secondly, they were able to set a chute the second day and carry it in consistent winds all the way across. Thirdly, they benefitted from a strong and stable Pacific High, the first in the last three Pacific Cups, which allowed them to sail rhumbline, a much shorter course than the traditional 'reverse S'.

Taking a remarkable 3rd in 'A' and 6th overall was Robert Nance and his crew of three aboard the Newport 30 *Water Pik*. "Everything went wrong for us," reported Nance. "First the toilet broke, next we had water in the fuel, then the week-old internal spinnaker halyards broke, then we had a guy who became really seasick. But the worst



COURTESY HEART OF GOLD

Sue Corenman at the wheel of 'Heart of Gold'.

was four days out of Kaneohe, when the rudder shaft broke inside the tube!"

Unable to push the rudder out of the bottom of the boat — it has positive flotation — they were able to install their emergency rudder in just 10 minutes. They'd purchased the rudder from a former Newport 30 owner, but when Dan Newland, winner of three Singlehanded TransPacs, saw it, he recommended they build a trunk for it rather than rely on the weak pintel and gudgeons. Nance is glad he followed Newland's advice.

"We had tremendous weather helm those last four days, and the rudder might not have made it without the trunk. As it was, we had to sail wing-on-wing rather than fly a chute. Worse still, the 'renegade' rudder was still banging around beneath the hull. We were so worried it might bang a hole in the hull that we had our grab bag all ready to abandon ship." Despite their many problems, they still took 3rd in class and 6th in fleet.

Nance, a Sacramento dentist and Golden Gate YC member who happens to be black, credits extensive preparation and help from a lot of ocean sailors for getting him through all the trauma. He cites Peter Jones, Mary Lovely, Dave King (of *Saraband* fame) and Dan Newland for being particularly helpful. Now that he's got some experience under his belt and feels he knows his boat better than anyone, he says, "I can't wait for '94!"



COURTESY BLUE MAX

Ed Campbell bails with his patented bailer bottle.

Class B

The race for Class B honors was over before the majority of the fleet reached past the Farallon Islands. Somehow Dave Symonds and the crew aboard his 1973 C&C 39 *Discovery* managed to charge off into the Pacific while the other 12 boats in class were glued to the coast. "When we sailed out the Gate," explained skipper Symonds, "the wind was funneling in from the north and the south — what we in Seattle call a convergence. We went north, we thought a little too far, but it turned out fine."

It sure as heck did. "After one day all the other boats in Class B were 165 miles behind and racing for second," complained crewman Bob White of the Freedom 36 *Praise*, which took 2nd.

With a huge lead and a Pacific High that allowed them to sail rhumbline with lots of wind, *Discovery* needed only to sail fast and not press. "Our top speed was 13.5 knots," says Symonds, "but we had endless hours of 8s and 10s, where you drag the whole ocean behind you and can't hear yourself think. It seemed slow when we'd drop down to 7.5 knots — and that's something for us Puget Sound sailors."

Blessed with a such a good start, *Discovery* waltzed to a 12-hour corrected time victory in class and 4th in fleet. Bob White, Homer Lighthall and the others on Ken Joy's *Praise* kept pouring it on so *Discovery* wouldn't have such an easy time.

"We had masthead spinnakers, fractional spinnakers, carbon fiber penalty poles and, thanks to the owner, 'Mr. Redundancy', the best-equipped boat in the fleet," said White. "But first we blew up one kite and then



another. We didn't have any more big ones so Homer and the guys spent 24 hours sewing up the torn one. When we snagged a fish net in the middle of the night, we lost a lot of time. So first chance, we threw Homer's ass overboard and made him get it off."

Despite all the gear, effort and a top speed of 13.7 knots, it still wasn't enough to overcome *Discovery's* huge lead. That was fine with owner Joy, who exclaimed, "Oh, thank God!" when the big chute blew up utterly beyond repair.

Twenty-two year old George McKay of Berkeley took 3rd in class with another Freedom 36, *Intrepid*. But it sure wasn't easy.

"It was a carnage trip from start to finish. On the third day we had such a bad spinnaker wrap that it snagged every halyard and wrapped them around the headstay. It took eight hours and undoing the headstay to sort the problem out. During that period we lost about 35 miles to the south, just where we didn't want to go."

But the worst of it wasn't felt until the next day. During the unwrapping, crewman Darrel Antone, a thin-blood Hawaiian, got drenched by a wave. No big deal, except when he crashed out later on, he didn't take his bottom layer of clothes off. Unaware he was suffering from hypothermia, he collapsed while gathering a spinnaker the next morning, slammed into a spinnaker pole and broke two ribs. Antone was in bad shape, but fortunately, skipper McKay is studying to be a doctor — of veterinarian medicine.

"His body temperature was down to 94.5 degrees, so I wrapped him in blankets and, like you're supposed to, got in bed with him. We'd be married in some countries now, but it brought his body temperature up quickly. Nonetheless, his ribs left him in serious pain for five days."

McKay was lucky to escape uninjured himself. "Like everybody, we were getting mugged by cross swells. We'd be coming off a big wave and get hit sideways by a different wave. The pop rivets holding the end fitting of the spinnaker pole ripped off and part of the bridle flew back to where I was driving and knocked my hat off!" They recovered the pole that went overboard, but ran over and shredded the spinnaker in the process. Left with only a half ounce and chicken kite, it's a miracle they got 14th in fleet.

Hardly anybody dove south until they crossed the finish line.



Class C

Class C was by far the tightest division in the race, with *Petard* and *Tin Man* — who have been battling each other for the last three Pacific Cups — and *Melange* being separated by less than three hours on corrected time.

Tin Man versus *Petard* is a classic battle of a long, heavy boat versus a short, light boat. The strategy is always the same; On *Tin Man*, Ned Flohr tries to waterline the hell out of *Petard* in the first couple of days of reaching, and then tries to hang on during the surfing. When the Trades didn't fill in last year, the strategy paid off. *Petard*'s Keith Buck, on the other hand, tries to stay as close as possible in the early going, then hopes to surf by in heavy winds at the end. This year the Trades were consistent and *Petard*'s self-proclaimed "four old farts in an 18-year-old wood boat" held on to take class honors and 11th in fleet.

"Our knotmeter and wind speed were off," said crewman Paul Altman, "but on day 11 it blew like crazy for about 11 hours. It must have been blowing 30 and we must have been hitting 15s because there were rooster tails on both sides of the boat."

For 61-year old owner Keith Buck, it was a matter of perseverance. "The way to win this race is either be lucky or do it enough times until you get your conditions. We were just as prepared two years ago, but we didn't get our conditions."

Will he do it a fourth time? "Probably. I like the idea of sailing to Hawaii, and every two years is about right. And if you're going to Hawaii, why not race?"

Tin Man's Flohr was philosophical. "We did everything we could to beat these guys, but they won, so I'm happy for them. In fact, everybody who finished this race won. It's a great group of people, we had a great communications boat in *Arianna*, and the socializing at the end is really great." He'll be back.

Class D

ProMotion, West Marine Products' Santa Cruz 40, sailed by West Marine employees, took Class D honors when maybe they shouldn't have. The crew, which included novice ocean sailors Crawford Cole, president of West Marine, and John Zett, chief financial officer, only had one TransPac among them and not much practice. Their only goal was to beat the times of other members of the 'family'. Founder Randy Repass' group did it in 11 days, 1 hour in 1988; Vice President of Marketing's Geoff Eisenberg's group did it in 11 days, 9 hours — so this crew was tickled to have beat them both with a time of 10 days, 23

1992 WEST MARINE PACIFIC CUP

hours.

"I'm surprised we did so well," admitted crewman Peter Costello.

The surprise was that Jim Corenman, who has done the race six times, didn't beat them with *Heart of Gold*. They were nip and tuck on corrected time near the end. *ProMotion* went north of the rhumbline because the High was stable and north. *Heart of Gold* stayed south because Corenman thought he detected a change in the jet stream that would deteriorate the High. The High remained strong, so *ProMotion* got a good enough breeze to record a one hour corrected time victory.



California Maritime Academy sailor rehydrating poolside.

Corenman should have known. Not that the High was going to hold together, but that he'd finish second. This was the third time in a row for him.

1992 West Marine Pacific Cup

Place Div.	Flt	Yacht	Type	Owner/Charterer	Home Port	Corr. Time D H M S
DOUBLE-HANDED						
1	1	*Bonzi*	Moore 24	Ansak/Quanci	San Francisco, CA	08:01:48:00
2	5	*Oregon Native*	Crealock 37	Delfer/Jungemann	Loomis, CA	09:04:04:53
3	12	*Lunasea*	J /27	Fry/Linger	Seattle, WA	09:19:48:46
4	21	*Peregrine*	N/M 70	Corkett/Abrams	Balboa, CA	10:03:01:39
5	22	*Mongoose*	Santa Cruz 70	Simonson/Honey	Diablo, CA	10:03:50:16
6	25	*Quailo*	Swan 441 M	Smith/Greiner	Ormand Beach, FL	10:06:51:49
7	40	*Tropic Bird*	Peterson 44	Randy & Tim Pauling	Pt. Richmond, CA	12:10:25:30
8	45	*Ono*	B-025	Beiley/Lane	Garden Grove, CA	DNF
DIVISION A						
1	2	*Ghost*	Morgan 38-2	Lou Ickler	Kaneohe, HI	08:12:51:36
2	3	*Amica II*	Caaffe Cstm	George Austin	Kirkland, WA	08:15:34:42
3	6	*Water Pik*	Newport 30 II	Robert Nance	Sacramento, CA	09:07:24:57
4	7	*Ta Mana*	Trisbal 35	H. Bernard Quante	San Rafael, CA	09:09:02:24
5	17	*Independence*	Robb 35	Dan Spralding	San Mateo, CA	09:22:59:51
6	18	*Hooligan*	Cal 2-30	Tom Saui	Federal Way, WA	09:23:17:25
7	23	*Shadowfax*	Valiant 32	Bob Maddison	Sonoma, CA	10:04:06:25
8	36	*Mandala*	Nauticat 38	Robert C. Richard	Walnut Creek, CA	11:05:57:00
9	39	*Panacea*	Ericson 35	Bruce Thompson-Bowers	San Diego, CA	12:03:24:00
10	47	*Wander Ty*	Newport 33	Richard W. Tyhurst	Laguna Hills, CA	DNF
DIVISION B						
1	4	*Discovery*	C & C 39	Dan Symonds	Seattle, WA	09:03:10:50
2	8	*Praise*	Freedom 36	Ken Joy	Los Altos, CA	09:15:59:48
3	14	*Intrepid*	Freedom 36	George McKay	Berkeley, CA	09:22:31:03
4	24	*Airloom*	Baba 40	Tim Morgenroth	Seattle, WA	10:06:19:02
5	26	*Route Du Vent*	Cheoy Lee	Peter Wolcott	Los Altos, CA	10:07:43:50
6	30	*Sovereign*	HC 43 Ketch	Jay Olierenshaw	Portland, OR	10:15:36:28
7	33	*La Cavale*	Beneteau 38	Cliff Donoho	Sacramento, CA	10:20:23:33
8	34	*La Boheme*	Hunter 37	Bill Pendola, Jr.	Grass Valley, CA	11:02:05:01
9	37	*Ivory Goose*	Freedom 44	Lansing Hays	Palo Alto, CA	11:07:22:51
10	41	*Pacific Jewel*	Islander 44	John Himmelmann	Kaneohe, HI	12:17:15:00
11	43	*Caitlin B. Jones*	Formosa 51	C. Metcalfe/J. Lejune	Clearlake Shores, TX	14:02:23:00
13	44	*Prophecy II*	Formosa 47	Richard Spademan	Sacramento, CA	DNF
12	46	*Pied A Mer*	Freedom 45	Ralph Diner	Walnut Creek, CA	DNF
DIVISION C						
1	11	*Petard*	Farr 36	Keith Buck	Alamo, CA	09:19:44:35
2	13	*Tin Man*	Barnett 46	Ned Flohr	Seattle, WA	09:20:59:57
3	15	*Melange*	Express 37	Steve Chamberlin	Oakland, CA	09:22:34:06
4	19	*Blue Max*	C & C 40	Ed Campbell	Pleasanton, CA	10:00:35:18
5	28	*Maluhia*	Beneteau F42	David Sallows	Santa Clara, CA	10:12:40:06
6	31	*Fury*	Baltic 42	Lee Hedge	Bellevue, WA	10:16:34:02
7	35	*Mariah*	Farr 38	Ken Schmidt	Kaneohe, HI	11:03:09:30
8	38	*GU*	Express 37	R.Venables/C.Cunningham	Foster City, CA	11:17:39:30
9	42	*Flying Colors*	Celestial 48	Bob Rockwell	Yakima, WA	12:17:33:00
DIVISION D						
1	9	*ProMotion*	Santa Cruz 40	Brett Jones	Watsonville, CA	09:18:04:40
2	10	*Heart of Gold*	Schumacher 50	Sue & Jim Corenman	Oakland, CA	09:19:06:19
3	16	*Ursa Major*	Luffe 44	Conrad Holbrook (CMA)	Vallejo, CA	09:22:50:48
4	20	*Yukon Jack*	Santa Cruz 50	Doug Teakell	Alameda, CA	10:02:35:58
5	27	*Phantom*	J/44	Jack & Merilu Clapper	Mill Valley, CA	10:11:51:33
6	29	*Ralphie*	Santa Cruz 50	Byron Mayo	Alameda, CA	10:14:53:07
7	32	*Mystical Creampuffs*	Beneteau 45f5	John Linneman	Lafayette, CA	10:18:33:13

Outstanding elapsed times: *Mongoose*, 8 days, 20 hours; *Peregrine*, 9 days, 4 hours; *Discovery*, 11 days, 19 hours; *Bonzi*, 11 days, 19 1/2 hours, , 11 days 19 1/2 hours.

From the Reporter's Notebook

— How much does it cost to buy a competitive Pacific Cup entry? This year's triple-crown winner, the Moore 24 *Bonzi*, is for sale right now for $9,000. Having done the race twice on a 24-footer, owner Ansak would like to do the Pacific Cup on a 50 or 70-foot sled.

— *Peregrine* didn't leave the Gate with the main reefed because Corkett and Adams were being conservative. The sail had ripped on the way up and they hadn't had the opportunity to repair it before the start.

— Garbage everywhere! "I'm no tree-hugger," said Bob White of *Praise*, "but I couldn't believe the amount of plastic floating out there."

"It's worse than I've ever seen it," said Robert Flowerman, who has made 13 trips across.

"The amount of plastic out there was just awful," agreed Tom Corkett. "We brought our plastic trash all the way here."

— In addition to plastic everywhere, there were parts of many nets floating out there. At least three boats, including class winner *Discovery*, got snagged in them. Crewman Norton Smith went over just before dark in 25 knots of wind and 8-foot seas to cut the net free.

— Yes, *that* Norton Smith. He hasn't sailed since winning the first Singlehanded TransPac with the Santa Cruz 27 *Solitaire* back in 1978. He wrote the Pacific Cup YC expressing interest in delivering a boat back to the mainland. Then *Discovery* called when one of their crewmen broke a wrist the week before the race; Smith answered.

— The birds were friendly. One took up residence on the stern pulpit of Jack Clapper's *Phantom*, less than an arm's length from the helmsman. Fearful at first, the bird stayed for 10 hours, at times tucking its head beneath a wing to catch some Zs.

More interesting still, an albatross glided on the wind cushion atop the spinnaker of Bernard Quante's *Te Mana*. Eventually he tried to land on top of the chute, but it couldn't support the big bird.

— Winner after winner cited preparation as being a crucial factor. Honey and Simonson said they couldn't have done the race well without the superb prep work of Zan Drejes.

— "What's that thing you're holding,

mister?" Bob Maddison's Valiant 32 *Shadowfax* is perhaps the only boat that did the race without a SatNav or GPS. Maddison couldn't afford one, and his father-in-law / navigator Ed Farrell refused his wife's offer to buy him one. Using a pencil — no calculator — and a Chinese-made Astro III sextant, the Pennsylvanian took about 150 sights during the two-week crossing.

"My father was incredible," says daughter and crewmember Barbara, "he hit the finish line right on the mark!"

Shadowfax, on her way to the Pacific Northwest after the race, was one of the few boats to use her windvane. Fully provisioned for five months, she was certainly the only boat to carry 250 pounds of tomato sauce.

— Were they on the same ocean? Paul Kamen of the C&C *Blue Max* said it was "the roughest of all" the many California to Hawaii races he's done. Robert Flowerman said it was "the easiest, most benign" crossing he's made.

— The Sloop Tavern YC of Pacific Northwest had the most entries with five. One of the largest clubs in the Pacific Northwest, Sloop Tavern's facilities consist of a bulletin board nailed outside a saloon. The Kaneohe, Encinal and St. Francis yacht clubs boasted three entries each.

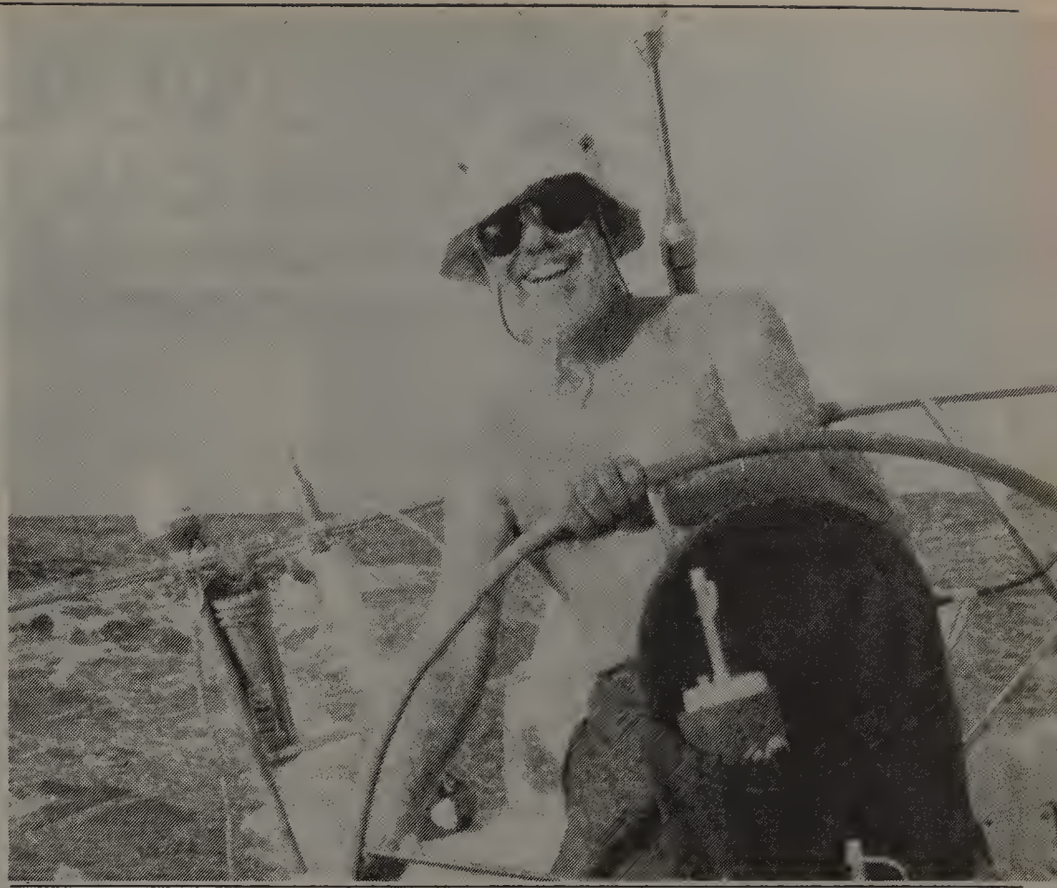
— The biggest catch of all? The 42.5 pound skipjack reeled in by the crew of *Tin Man*. The six guys had 14 cases of beer to wash down the resulting sushi, but wouldn't you know it, they ran out of wasabel The only reason they reached Kaneohe with beer left was that two cases had been misplaced in a locker.

— The record for a simultaneous catch went to *Te Mana*, whose crew hooked three fish at once. They had to let the big one go (yeah, right), but still had plenty of sushi — and wasabe.

— The facilities and hospitality at the Kaneohe YC were outstanding: a quiet and protected place to tie up right next to club, a big lawn surrounding a swimming pool, a great view of the bay and the *palis*, a huge tent with lots of tables and umbrellas, meals from breakfast to lunch, cheap bar drinks, plenty of showers. It's got Lahaina, Honolulu and Hanalei Bay — the other finishes — beat hands down.

— Best rivalry: *Tin Man* and *Petard* have gone at each other in the last three Pacific Cups. *Tin Man* leads the 'series' 2 to 1, but *Petard* took it this time. They'll probably both be back in 1994.

— Forget the GPS, get a 'navigation carrot'. *Te Mana's* crew kept a carrot by the compass for "negative navigation". As they explained it, "the carrot points to Rabbit Island, so we know not to steer in the direction it points." It wilted as the days went on, thus getting harder to read.



Hey, this is a fun race!

A newspaper clipping in Kaneohe YC men's room reported that a female anthropologist's research confirms that ancient polynesians used their testicles to navigate. You know we wouldn't make this up. "No wonder they never sailed to Alaska!" someone scribbled over the clipping.

— The difference between doing a Pacific Cup on a displacement boat and an ultralight, as explained by Bobbi Tosse: "12's were hairier on the Beneteau 38 *La Cavale* this year than were 16's when I did it on the Farr 36 *Petard*.

— Maybe a middle size boat would be best. The biggest problem the doublehanders on little *Bonzi* had was 'butt rot'. Unable to stand, they had to sit on the damp, salty deck day and night. Hair conditioner after washing helped their sore buns a little, but not much.

The biggest problem for the four guys doublehanding the two maxi sleds were feet that ached something awful. There was no place to sit near the helm of either sled.

— Ed Campbell, owner of *Blue Max*, has worked for Clorox for many years. One of his finest creations was the development of the 'no burp' plastic bleach bottle, the one with the integral air passage in the handle. When the rudder stuffing box began to leak copiously on his boat, he had a couple of his creations handy for bailing.

— More than a few people — including Tom Corkett who has done one — said a revived Tahiti Race would suit them just fine. "If it had someone like the Pacific Cup behind it, I think it would fly." Four or five others expressed strong interest in such a race.

— Lou Ickler, who has done it both ways, says he prefers doing the Pacific Cup with crew as opposed to doublehanded. But he bucks the trend. More skippers say they are considering going doublehanded next time. Ned Flohr, who has done the race three times with his 47-foot *Tin Man*, is threatening to doublehand it with a Thunderbird — if his family won't join him for a maxi sled charter.

— Much of the fleet spent the last prerace days at Alameda's Marina Village — for free. Harbormaster Alan Weaver, who also tossed a big party for them, was much liked by the fleet. So much so he was given a free ticket to attend the finish.

— Last word from Frank Ansak: "Tell all those Moore 24 yahoos in Santa Cruz to try to beat our record. It can be done in less than 11 days."

— Worst part of this year's race, as per Ned Flohr, three time veteran: "Making landfall is the worst part of this race. You should have been out there on those full moon nights with a million stars, doing 16's with the chute up. It's almost a religious experience. Heaven on earth would be sailing out there for an eternity."

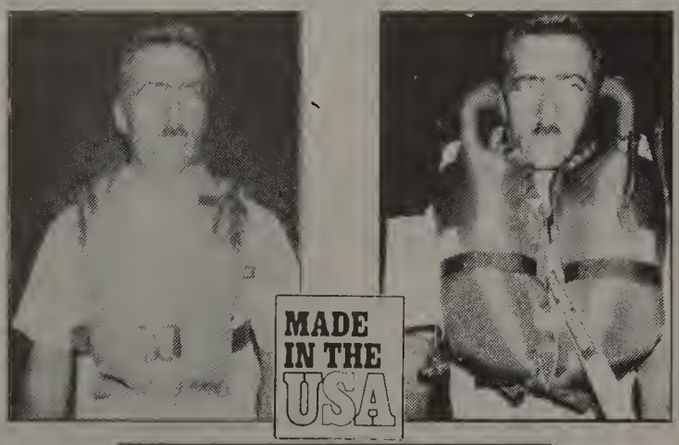
If Flohr has converted you, don't wait too long to sign up for the July 1994 Pacific Cup. Variety is indeed the spice of life, so you can expect a sell-out.

— latitude 38

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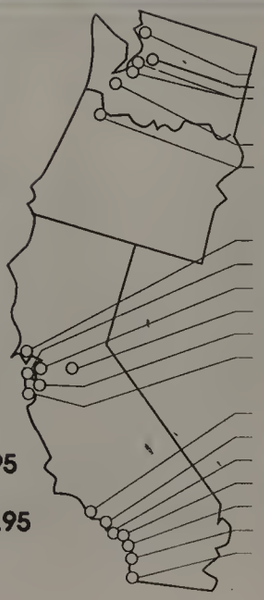
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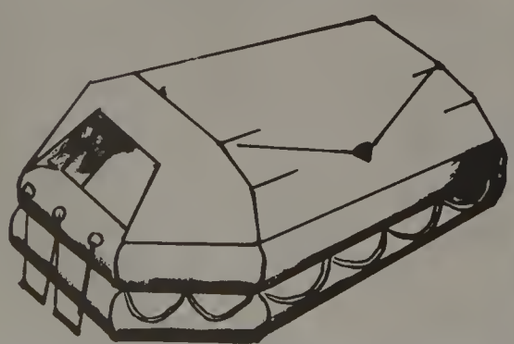
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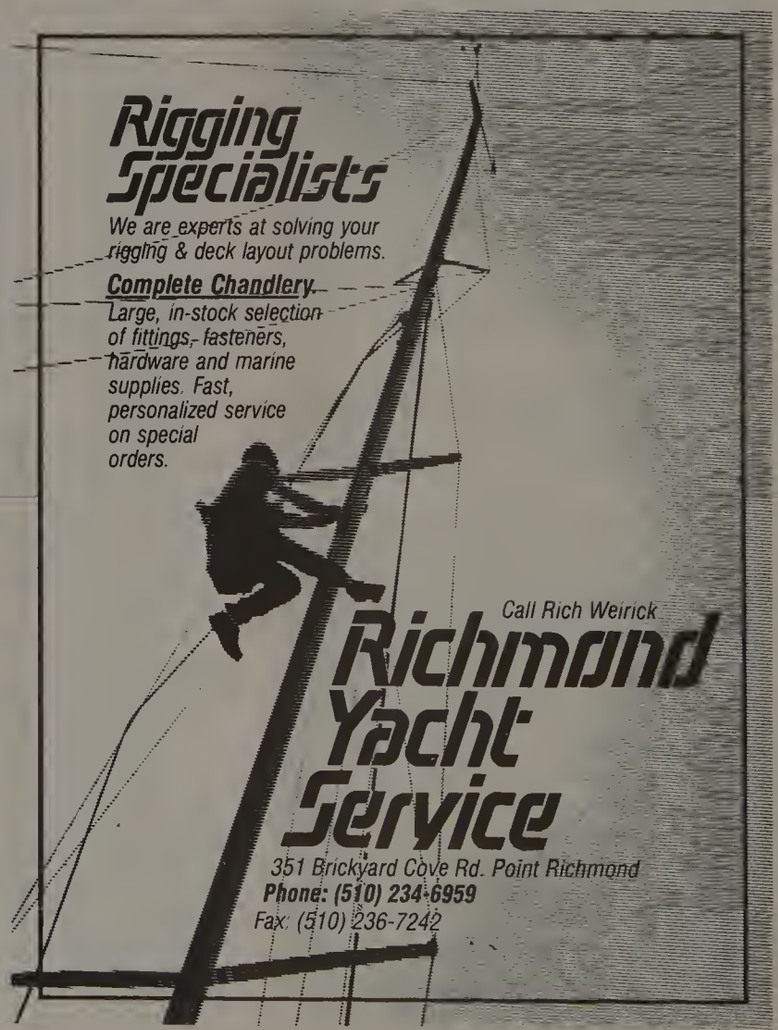
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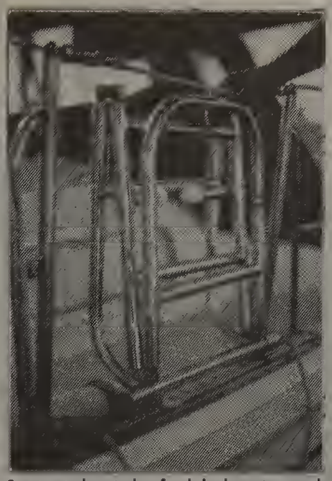
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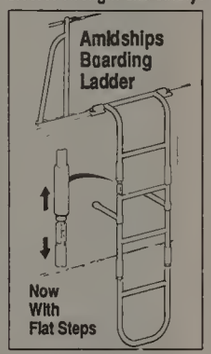
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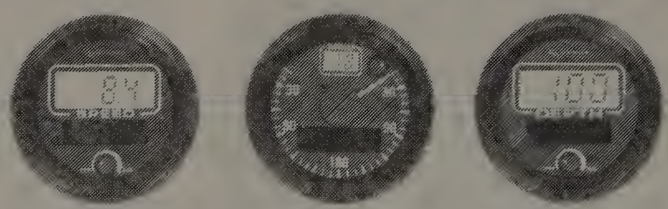
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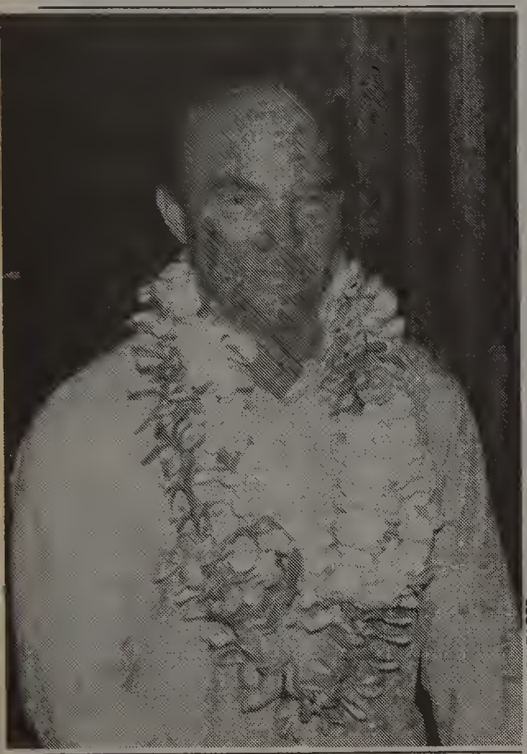
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Successful sequels are hard things to pull off. Just ask Sylvester Stallone. Trying to outdo himself with a series of forgettable



KAY RUDIGER

The 'Great Danzini' — Dan Newland.

Rocky sequels only served to detract from the feel-good original. Yes, someone would almost have to be some sort of magician to make each succeeding performance more memorable than the previous one.

Which is as good a way as any to segue into the performance of Dan "Mr. Hat Trick" Newland in this year's Singlehanded TransPac race from San Francisco to Hanalei Bay, Kauai. Although he was the odds-on favorite for first to finish with his new self-designed, self-built Newland 368 *Pegasus XIV*, no one was quite prepared for Newland to also take first in division and first overall on corrected time. Well, except Dan himself. And get this, he did the same thing in each of the two previous Solo TransPacs he's done — in 1982 on the modified Wylie 34 *Pegasus*, and in 1986 on the Olson 30 *Francis Who?*. If that isn't the hat trick of hat tricks, our name's Harry Houdini.

"It works!" says Newland, a material designer for Orcon Corporation in Alameda. "It's a good feeling when you work your butt off on a project for six years and the first time you set a spinnaker, *boom!* — the acceleration snaps your neck back. You just go, 'Yeah, this is exactly what I had in mind.'"

Interestingly, though set up for either solo or crewed racing, the new boat owes its roots to the Singlehanded TransPac. Newland and partner-to-be Frank Dinsmore conceived of the idea on the beach at Hanalei after the '86 race. Frank, another returning SSS TransPac champion, sailed the only other 368 in existence in this year's race, but was edged out of the running for a trophy when his roller furler packed it in early in the race.

Thirteen boats in two divisions started the race off Corinthian YC the morning of June 27. 1992 marks the eighth running of the event, which began as more or less of a publicity stunt in 1978. It struck a chord for singlehanders all up and down the West Coast, though, and the Singlehanded Sailing Society has put a race together on every even-numbered year since.

Two boats dropped out the first week — Reed Overshiner's Folkboat *Reliance* returned when Reed's discombobulated sleep cycle started clouding his judgment. Bob Cranmer-Brown retired the Adler 60 *Etosha* partially because of pressing business at home, and mostly because light winds would prevent the record run he's coveted on the chartered boat for the last three Solo TransPacs.

That left 11 intrepid singlehanders, the smallest field in race history, to deal with the vagaries of 2,120 miles of weather, sleeplessness and being totally alone for two solid weeks or more.

As always, those variables had the most profound affect on first timers — Dan Benjamin, Fred Gamble, Mike Jefferson, Bob Moore and Ed Ruszel. Rounding out the fleet were returning veterans Alan Brutger, Hans Vielhauer, Ken Roper, Jerry Huffman, and of course Newland and Dinsmore. All save Brutger had at least three previous SSS TransPacs under their belts.

"There are few things in this world like watching the boat charge along mile after mile in the Trades."

"It was definitely tougher than I anticipated," says Fred Gamble, who sailed his liveaboard Islander 40 *Iris* up from Santa Barbara to do the race. "The weather was not particularly challenging, but just running the boat day in and day out gets to you after a while. If I go again, and I plan to — all in all, it was a wonderful experience — I'll definitely bring gloves. Two weeks without them had my hands feeling raw as hamburger." Often imagining that he was doing everything wrong, as do many first-timers, Fred was more than pleased to find out he'd taken third place in Division I — on his first race of any kind, ever!



Ed Ruszel's first-timer impressions were decidedly different. "It was almost exactly what I expected," says Ed, who sailed his Yankee 30 *Chelonia* to a second in Division II. Unlike Fred, Ed has been a familiar face in local singlehanded events for the last several years, and is used to getting the most out of his boat. "There isn't much locally that can get you used to the trades, though," he notes. "There are few feelings in this world like sitting in the cockpit, watching the boat charge along, steering herself mile after mile."

Said first-timer Mike Jefferson, simply: "It's astounding how much work you have to do to move your little dot across that chart!"

"You win or lose this race in the first couple of days," observes Newland. That's when racers have to decide whether they're



LATITUDE/JR

'Pegasus XIV' heads toward the Golden Gate, where the autopilot promptly stopped working.

going to take the traditional route — a sort of lazy 'S' around the soft underbelly of the Pacific High (the 1020-Mb line is supposed to have the best breeze) or gamble everything and go rhumbline. Newland started both his previous Solo TransPacs the 'right' way, only to realize the high wasn't doing its normal thing. He cut his losses and headed rhumb, obviously the right decision.

This time around, there was no question as to route. "I headed out the Gate and pointed the boat straight at Hawaii," he says.

Everyone was in the same predicament — the High was so far south that there wasn't much for it but to punch right on through and hope for the best. And that's what almost everyone did. Only four-timer Jerry Huffman on *Cynthia* intentionally sailed a southerly route. (More on that 'intentionally' thing in a minute.) And for awhile, when everyone was slatting around in the High, he was looking pretty smart. When breeze finally filled in for the 'rhummies', however, *Cynthia* had no hope of catching up.

Conditions were, therefore, fairly predictable — good breeze the first week, followed by light air in the High, followed by the good old Tradewinds. The only unexpected variable in the equation were southerlies the first couple days, which actually set *Pegasus* fairly well north of the rhumbline.

The extremes of *Pegasus*' performance came within days of one another. A week out, Dan was making 1s and 2s, and was actually DIW for about an hour. On the day he made a race-low 100 miles, "My position was actually on the 'H' of the weatherfax," he says. A few days later, he logged a 333-nautical mile noon-to-noon run (July 6 and 7). Dan also took maximum advantage of the boat's wave-riding abilities, hitting a bunch of 17s and a couple of 19.7s in the 20 to 25-knot breezes.

Oddly, as soon as he squeaked through the High, the door seemed to slam shut behind him. While *Pegasus* was out surfing the Trades, the rest of the fleet was just arriving in a large, windless parking lot. Almost everybody was in VHF distance of each other for almost two days, and several boats reported even seeing other competitors. Some of the veteran racers used the time to calm the frayed nerves of the newcomers. The other main topic of conversation was Hurricane Darby, which was briefly on an intersecting course.



KAY RUDIGER

The best reward: Alan Brutger comes ashore to a hug from wife Mary. Below, Jerry Huffman powers up 'Cynthia'.

And talking about intersecting courses, Fred Gamble had a hell of a scare during this time when he crossed paths with a Panamanian freighter one day. "He didn't have his radar on, and by the time I made radio contact, I could see his bow wave — both sides of it," says Gamble. "I was becalmed, so I couldn't move without turning the engine on. As he passed, I had him turn his radar on and it didn't register at all on my



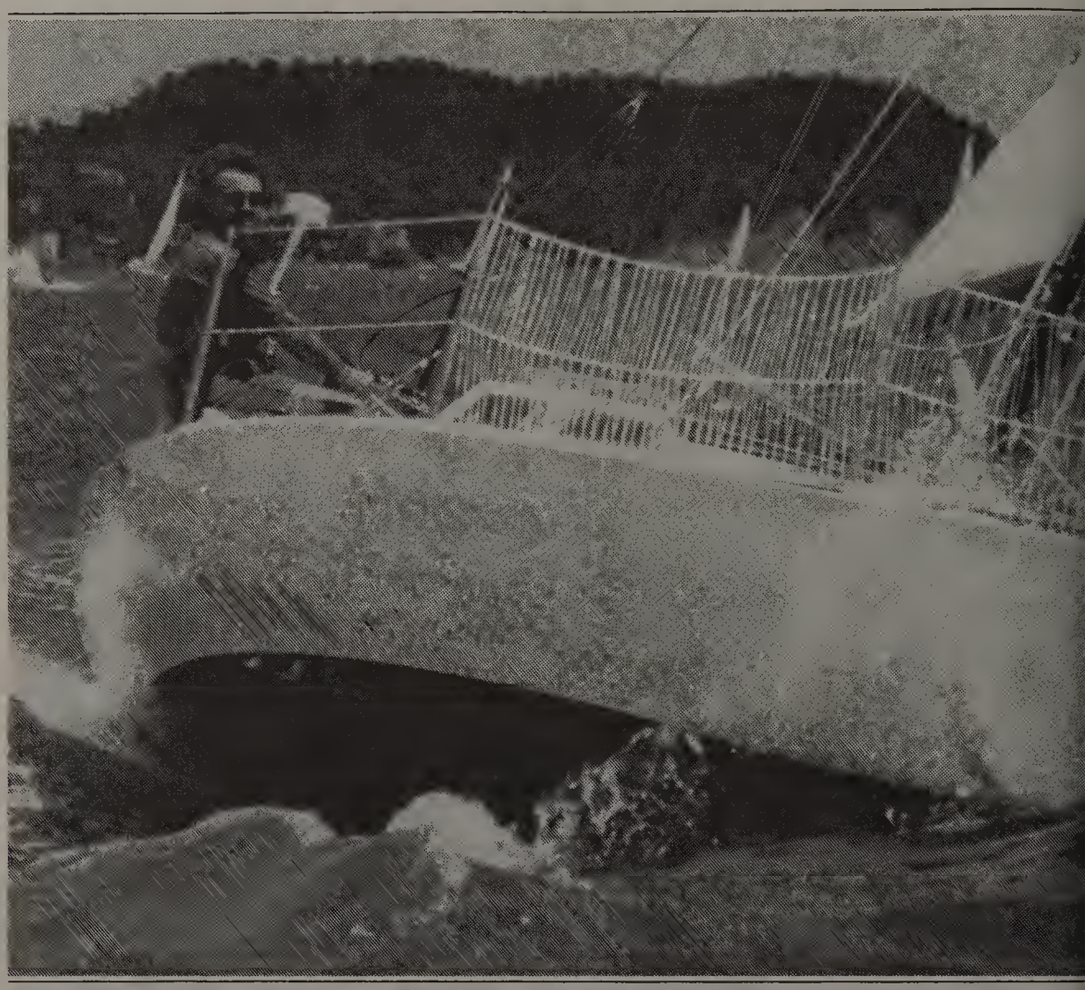
1992 SINGLEHANDED TRANSPAC

radar detector."

Pegasus XIV finished on July 10 about 8:30 in the evening, a full three days ahead of the next boat. In the words of one race committee person, "From then on, we measured everybody else's finish on their 'beat Dan' time."

(Indicative of the camaraderie this race has always engendered, the race committee received calls every day from Seattle. It was Bill Stange keeping tabs on Newland — or more accurately, the threat Dan posed to the race record of 11 days, 15 hours, 21 minutes, set by Stange on the Olson 30 *Intense* in 1988. After 11 days, the calls stopped.)

For the 'B' fleet, which in this case ended up being everybody *but* Newland, even the Trades were tamer. Nobody we talked to reported anything more than 12 to 15 knots, except in the squally conditions near the end of the race. With the ultralights unable to break away and plane, the advantage fa-vored displacement boats like Alan Brutger's buxom Freedom 44 cat ketch *Polecat*. As he did last year when he sailed to division and overall wins, Alan simply sets his two big mains, and a garage-sale staysail, turns on the autopilot and goes about his business. Unlike most boats, which run spinnakers during daylight hours and change down to twin headsails at night, *Polecat* pretty much sails to her rating all the time, and it bears out in the results. *Polecat*, the second boat to finish, even beat the first Olson 30 in.

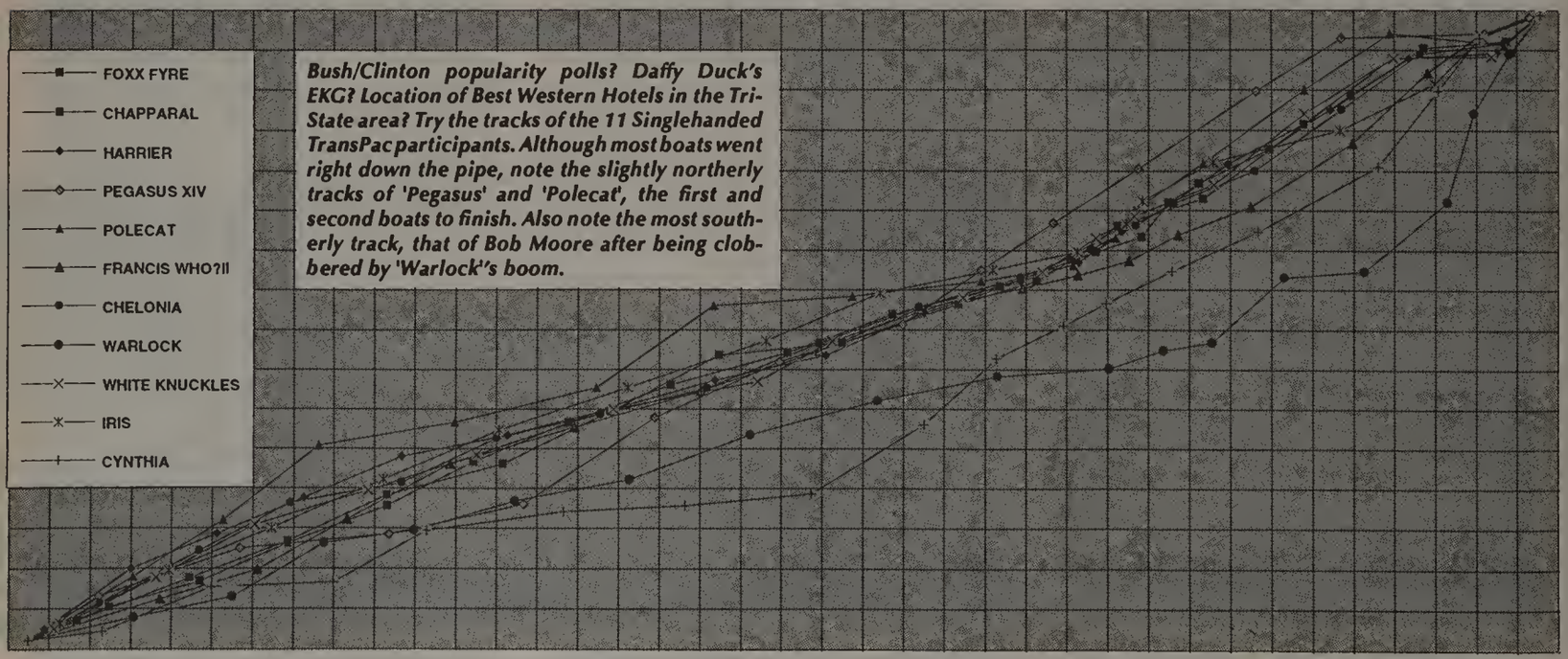


Above, 'Warlock' soon after the start. Inset, Boom Boom Bob and the "TransPac '94" helmet presented to him at the awards dinner.

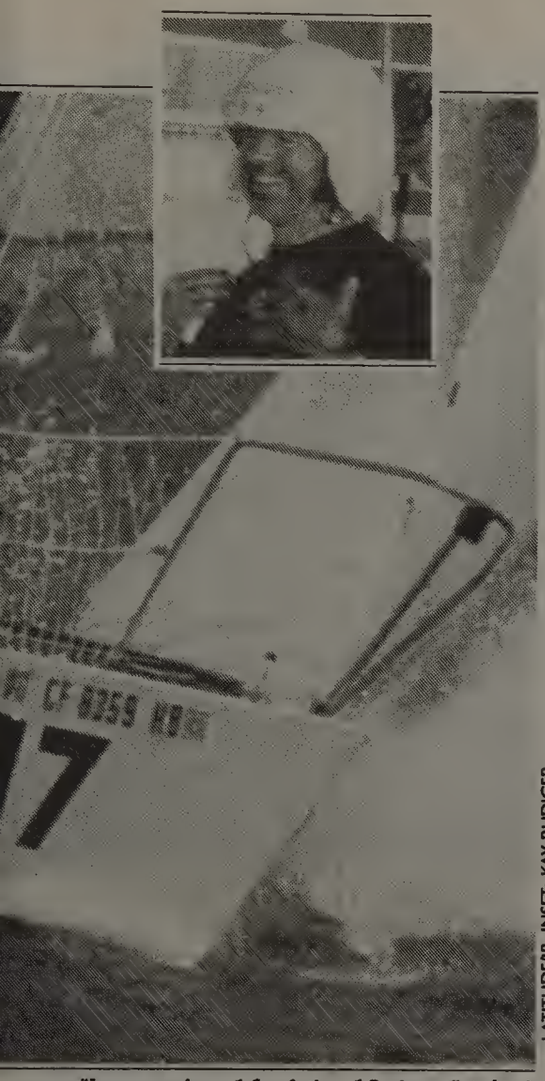
That boat, incidentally, was *White Knuckles*, sailed by Dan Benjamin. We weren't able to make contact with Dan by presstime, but you can't argue with the numbers — he sailed a fine race, ending up second in Division I.

With breeze on the moderate side, damage to gear was minimal this year. *Pegasus* ripped a padeye out of the deck during a knockdown, but other than that it was the usual — a few ripped sails, a few lost halyards, that sort of thing.

Not so people. In one of the scariest stories we've heard in a long time, Bob Moore was knocked almost unconscious by the boom of his Olson 30 *Warlock*.



Bush/Clinton popularity polls? Daffy Duck's EKG? Location of Best Western Hotels in the Tri-State area? Try the tracks of the 11 Singlehanded TransPac participants. Although most boats went right down the pipe, note the slightly northerly tracks of 'Pegasus' and 'Polecat', the first and second boats to finish. Also note the most southerly track, that of Bob Moore after being clobbered by 'Warlock''s boom.



LATITUDE/R, INSET: KAY RUDIGER

"I remember 16 of the 18 days," joked Bob when we contacted him back home in Huntington Beach. The incident happened the fifth day out. Bob had rigged a preventer from the boom to the toe rail, a light piece of line that would fail before the boom in case of an accidental jibe. (Olson 30s have a nasty reputation for munching booms on this race.) At sunset, he was on his way back from the bow after setting twin headstays when the preventer finally chafed through.

"I just saw this block go by and the next thing I knew I was lying in the bottom of the cockpit," he says. "I landed on my left shoulder and I'm certain I would have been unconscious if it weren't for the pain."

The next 24 hours were anxious ones for Moore. After laying more or less senseless in the cockpit for about an hour, Bob managed to get up, get the main down ("I just let it drape all over the boat") and get the boat headed downwind. The autopilot was steering. (This is where that 'intentional' business comes in. Although Jerry Huffman took the most southerly *intentional* route, Bob ran *Warlock* off on the race's most southerly course *unintentionally* for two days while he recovered.)

"My big concern was that I was going to go unconscious and get myself into some real trouble," says Bob. "I didn't have any cold compresses, so I tied a crescent wrench to a little piece of line, dragged it over the side to get it cold and hold that to my head."

Bob decided it would be best if he didn't sleep that night. "The next morning I had a *bad* headache," he says. When he went to check his position, he found he couldn't read the numbers on the GPS — even with his glasses on! "After that," he says, "I more or less laid down for the next two days."

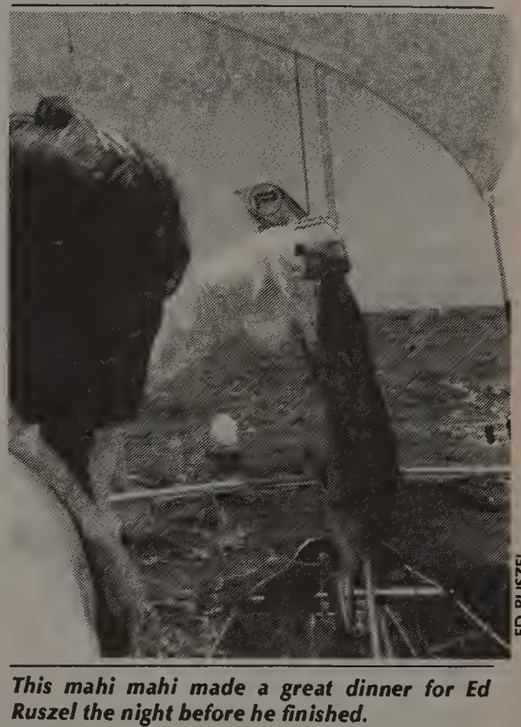
Eventually, Bob recovered enough to call home over Single Sideband. The contact lifted his spirits so much that he immediately got back in the race despite having double vision for another week. He finished in company with the high-rating boats in fleet, where he had to suffer one further indignity. It's something of an unofficial tradition for the SSS TransPac race committee to bestow nicknames on racers at the slightest provocation. So for the rest of the time in Hawaii, Moore was known as 'Boom Boom Bob'.

As always, members of the race committee not only finished boats, they went out to meet each racer — chase boat courtesy of local fisherman Greg Pryor — guide them in, even help put the boat away if desired. Then they got the racer ashore, where the drink of choice — properly mixed and chilled, of course — awaited him. Many extended families joined the welcoming committees this year.

The one exception to the rule was Hans Vielhauer on the Cal 40 *Chaparral*, who requested that his seal be verified right after the finish (the race committee seals propeller shafts with a lead seal) so he could turn around and start home right then and there. They convinced Hans to stay at least for the night. But when a shower was offered the next morning, he declared "What for? I'll just get dirty again." And he was off.

"It's astounding how much work you have to do to make your little dot move across that chart!"

By far the most popular piece of gear in this Solo TransPac go-around was everybody's GPS units. No matter who made them, everyone commented on their ease of use and accuracy. "I was actually *rounding* the buoy when mine beeped," says Mike Jefferson. Jim and Sue Corenman's *Pacific Cup Handbook* also got high marks from several solo sailors who had it aboard. "Really excellent. Right on the money," said Bob Moore. "I read it all the time — when I could read."



ED RUSZEL

This mahi mahi made a great dinner for Ed Ruszel the night before he finished.

At the other end of the spectrum, it's two thumbs down (Newland's) for Autohelm autopilots — or more accurately, their 'service' department. The new autopilot on *Pegasus* stopped working "literally about 20 feet out the Gate," says Dan. It only added to his disgust with Autohelm, whose service depart-ment had already jerked him around by declaring two of his older autopilots no good. Turns out they didn't even check them and the units were perfectly fine. In the interim, he'd bought a new one, and that's the one that crapped out.

Although he fixed and used it later, the failure actually had a good side — it's the first time he'd ever really used a windvane and he admits to being very impressed with the Monitor unit he had on the transom. Even after the autopilot was repaired, he ended up using the windvane quite a bit for

1992 SINGLEHANDED TRANSPAC

light air upwind work. He found that in light air, it steered as well as he did. In most other conditions, Dan steers himself, 8 to 12 hours a day on average. By contrast, most other racers steered little if at all.

Overall, 1992 will be remembered as a good year for the Singlehanded TransPac. Not a great one. For most sailors, it is enough just to finish the Singlehanded TransPac. For others, it is the competition, the seconds per mile, the challenge of testing oneself against a respected peer. And for a few, the first-this, first-that business is fine, but the real prize — the *only* real prize — is the coveted elapsed time record. The year that falls will be the Solo TransPac's next great year.

As it was, there were few complaints and lots of compliments. Everyone we talked to — veterans all, now — was enthused enough to say they'd come back again in '94 in a hot minute if it's in the cards.

Newland will almost certainly be among them — but maybe not *Dan* Newland. Dan's wife, Linda, herself a Solo TransPac veteran, was a little unsure of the unproven *Pegasus* when hubby took off. "Now that the boat's proven itself," says Dan, "Linda's staked a claim on '94."

— latitude/jr

1992 SINGLEHANDED TRANSPAC RESULTS

boat	type	owner	rating	elapsed
DIVISION I				
1. *Pegasus XIV*	Newland 368	Dan Newland	42	13d,11h,22½m
2. *White Knuckles*	Olson 30	Dan Benjamin	96	16d,6h,3m
3. *Iris*	Islander 40	Fred Gamble	81	16d,10h,7m
4. *Cynthia*	Wilderness 40	Jerry Huffman	72	16d,16h,8½m
5. *Warlock*	Olson 30	Bob Moore	102	18d,33m
6. *Francis Who? II*	Newland 368	Frank Dinsmore	48	17d,7h,53m
7. *Etosha*	Adler 60	Bob Cranmer-Brown	21	DNF 6/27
DIVISION II				
1. *Polecat*	Freedom 44	Alan Brutger	141	16d,2h,15½m
2. *Chelonia*	Yankee 30	Ed Ruszel	177	17d,18h,44m
3. *Chaparral*	Cal 40	Hans Vielhauer	117	16d,11h,17m
4. *Harrier*	Finn Flyer 31	Ken Roper	162	18d,4h,37m
5. *Foxx Fyre*	Yamaha 33	Mike Jefferson	144	18d,19h,49m
6. *Reliance*	Int'l Folkboat	Reed Overshiner	228	DNF 6/27
OVERALL				
1. *Pegasus XIV*	2. *Polecat*	3. *Chelonia*		

For more information on the the Solo TransPac, other singlehanded racing or the Singlehanded Sailing Society, call Shama or Peter at 332-5073.

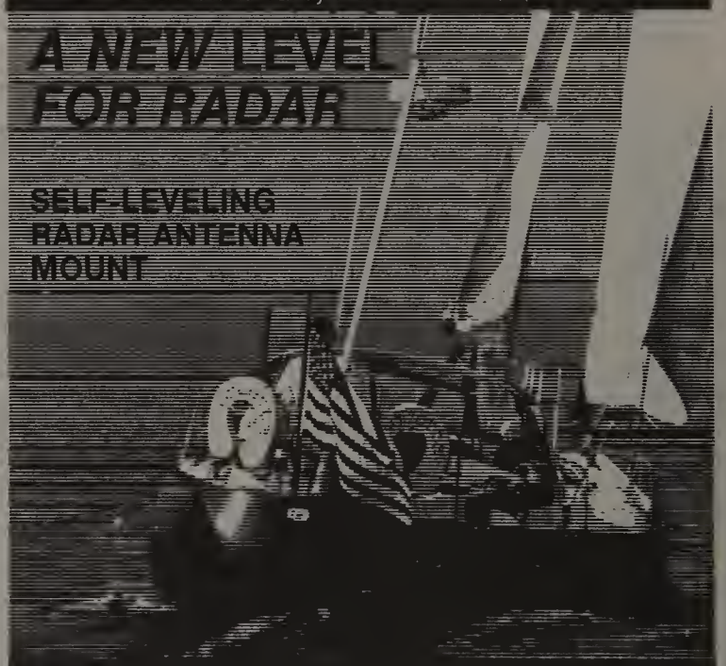
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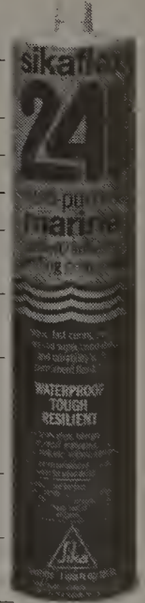
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PCs ON BOARD — BLASPHEMY

True story: a few years ago, in the glory days of IOR, a well-known Bay Area skipper took delivery of a new state-of-the-art 47-footer. It had all the bells and whistles, down to an on-board computer hooked into everything but the guy's office pager.

> By one estimate, 25 to 50% of cruising boats now have computers aboard.

Trouble was, nobody knew how to use it, and there wasn't much incentive to learn. With a crack crew, the boat won many honors and became something of a local legend before going south to a new owner in Southern California a couple of years ago. The story goes that the only time the computer was ever used was right after the owner got the boat. He used the calculator function to figure out exactly how much he'd spent. Once it beeped out that shocking information, it was retired to a locker, never to be used again.

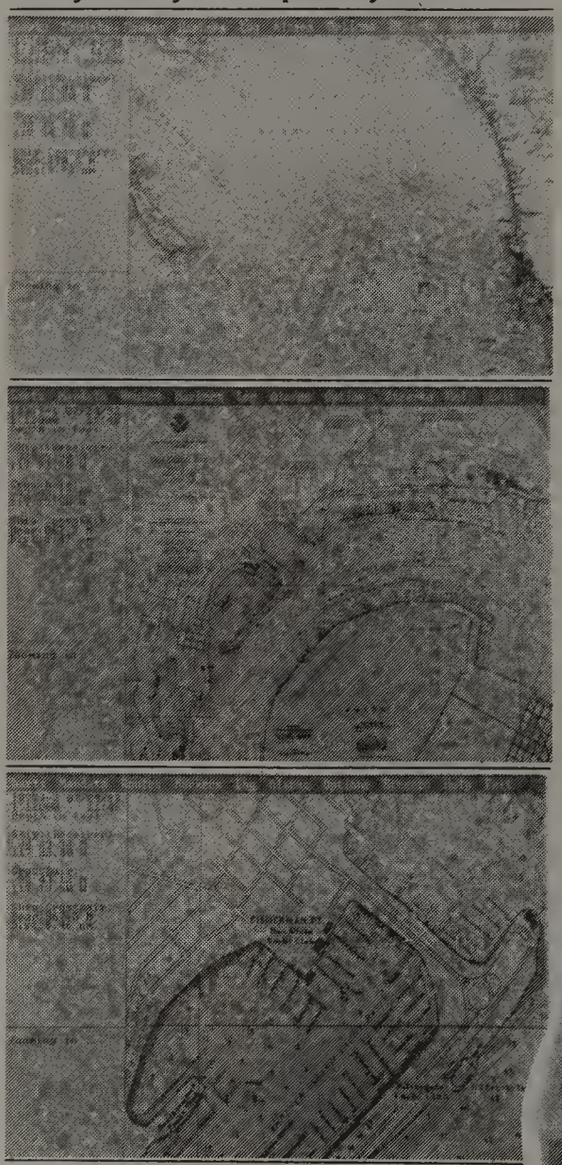
The scenario, if a bit odd, is understandable. Most of us go sailing to *escape* the techno-craziness of 'real life', fer chrissake, not embrace it. Besides, we always felt that of all the worlds computers have conquered, sailing seemed the most likely candidate for 'last frontier'. Give a sailor a tall ship, a star to steer her by and a little wind, and most of us would die happy. Sure, we'll tolerate an engine, and electricity is a worthy invention. But computers? Give is a break.

Like them or loathe them, however, personal computers (or 'PCs') are finally trickling down to real people's boats — by which we mean small boats raced or cruised by people on budgets. (Gold-platers like the ULDB 70s, IOR 50-footers, maxis and International America's Cup Class boats have had computers for years. So have most commercial ships and megayachts.) And in doing so, they're beginning to change the face of sailing. Not quickly and not, so far as we can see, detrimentally. In fact, with the exception of the fellow whose anecdote began this article, those who have taken the time to integrate computers into their sailing lifestyles universally rave about the increased efficiency, security and practicality computers lend to life aboard.

Spurred by such comments, as well as several letters we've received from 'satisfied customers', we decided it was about time to take a look at this growing phenomenon, its implications and its future.

In one very real sense, the future is already here. If you preplan a bit, you can buy a computer in the morning, have it hooked up by afternoon and be running such software as the following by supper-time:

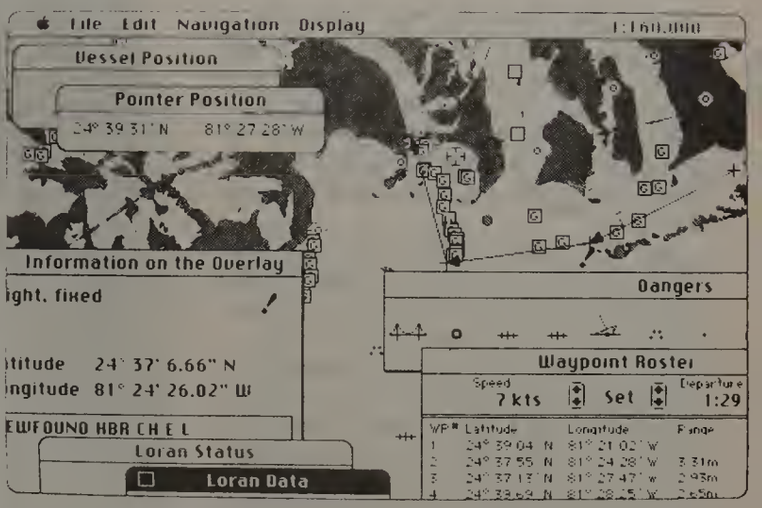
* *Electronic Charting* — It's here, it works, and if you haven't seen it yet, it'll blow you away. The top-end systems use

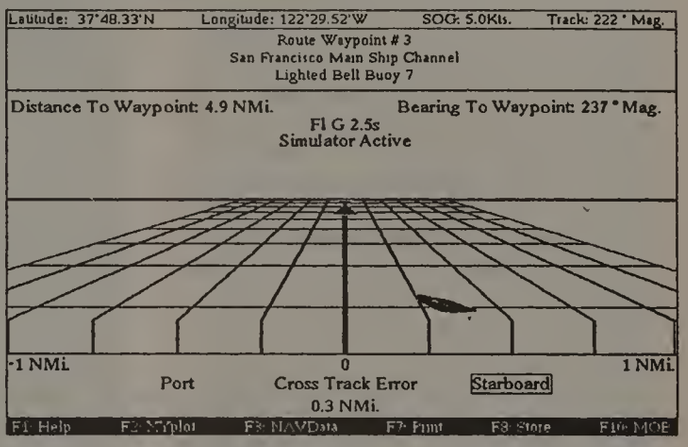


Above, one of the neatest functions of electronic charting is the 'zoom' feature. Starting with a chart of the Channel Islands (top), this particular program can zoom in 30 times to show, in this case, the slips in just one section of San Diego's Shelter Island.

OR THE BEE'S KNEES?







Examples of electronic charting and navigation programs range from high-end software such as Micro Mariner (large photo and at left) which uses actual nautical charts, to Fair Tide Technology's 'Navigate!' (top), a program using digital charts, to 'Navlink' (above), a navigation program that doesn't use any charts, but still features nifty functions such as this 3-D perspective.

actual charts that have been scanned onto CDs or floppies. Less expensive software uses digital charts. As with everything, you get what you pay for here, with resolution ranging from about Etch-A-Sketch clarity up to sharp, super VGA color.

You can interact as much or as little as you want with electronic charting, from simple dead reckoning to hooking the system into the GPS, Satnav or Loran and having the program do the grunt work for you. Zoom from a chart of the West Coast to, say, the Oakland Estuary and you can actually watch the little symbol representing your sailboat wend its dotted way across the chart. When the novelty of that wears off, simply tell the computer to 'beep' you when you reach your waypoints, and/or sound alarms for shallow water, off-course and other potential hazards.

• *Weatherfax* — You can buy a standard weatherfax machine, or, for about the same price, you can buy a laptop computer and a

program that will do the same thing. Or go one better. For another $1,000, you can get the software and hardware (antennas, scanning receiver, etc.) and get both weather-faxes *and* real-time photographs taken by polar-orbiting weather satellites. (Last month's *Max Ebb* has more details on these programs.)

* *Sail Better and/or Win Races* — Well, the winning part may be a bit optimistic, but top-end programs like Ockamsoft II and Compusail have enjoyed such success in racing circles that many top navigators won't leave home without them anymore. Once installed and calibrated, these systems also interact with all the pertinent on-board electronics to crunch numbers and 'see' races in ways only dreamed of before. Among features, these programs can tell you when to tack or jibe, the fastest course to the next mark or waypoint, what sails to use, how you're driving compared to the boat's polars for that particular wind angle and strength — even how good one driver is compared to another and how you're doing against other boats in the fleet. And, you can save any part of the whole race for later review.

* *Tides and Currents* — Anywhere, anytime. All the many programs available feature easy-to understand graphs.

* *Yacht Management* — As well as keeping track of what locker the ketchup is in and how many spare alternator bushing-whatsits you have aboard, these programs (some of which are subfunctions of larger programs) can be alarmed to tell you everything from when there's rising water in the bilge to when it's time to change engine oil.

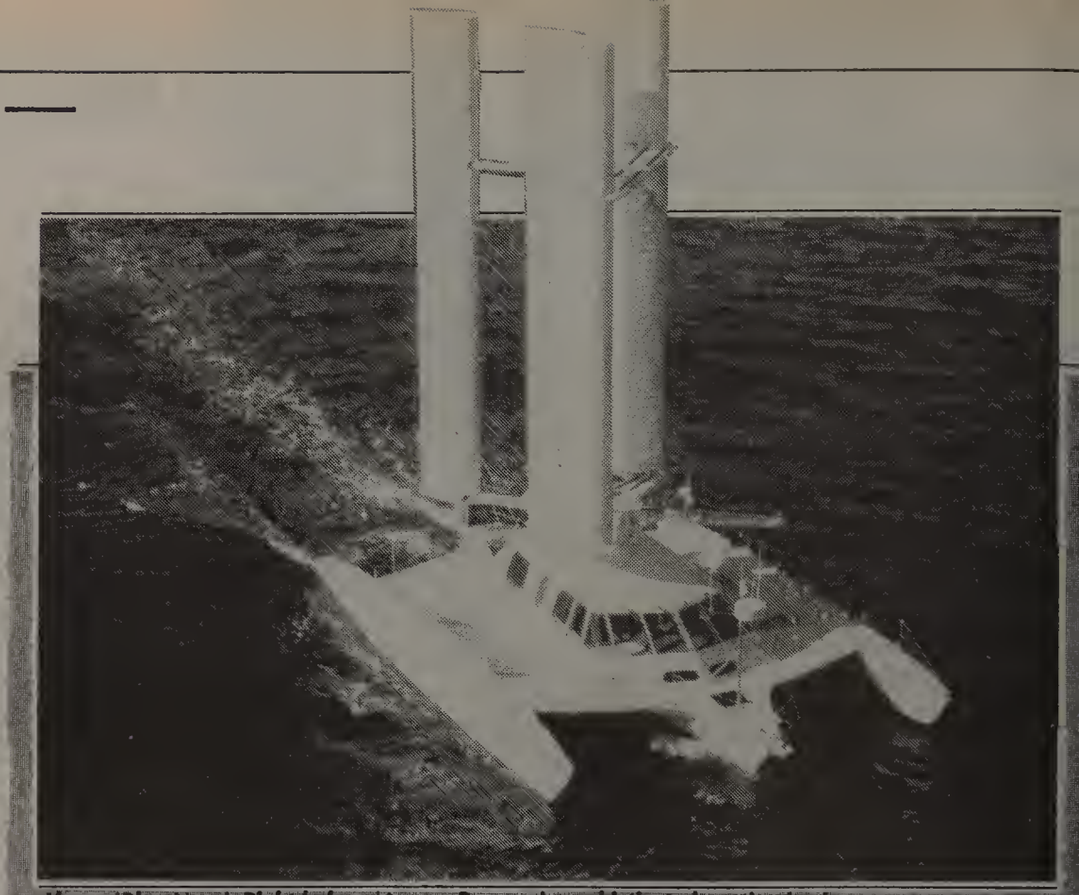
* *Safety* — Also usually a subset of a larger program, a good example here is the Man Overboard function built into Navlink's navigation software. If someone goes over the side, the tap of a button will sound an alarm, memorize the boat's exact coordinates, tell you the distance and bearing back to that point — even keep track of how long the person has been in the water.

And that's just underway. When you pull into port again, a whole new realm of possibilities opens up. In addition to all the 'normal' things you can do with a PC — play games, track the stock market, do correspondence courses, teach or entertain kids or just get that newsletter off to the folks back home — there's a myriad of software available that can make you a better sailor. Courses on radar, celestial navigation, race management, Coast Guard licensing and racing tactics are available and (mostly) inexpensive. If you're really starting from scratch, there are even software programs that 'teach' you to sail with state of the art graphics and illustrations. (We use teach' loosely here because we don't believe any book or computer program can take the place of on-the-water experience gained through a sailing school — in our opinion the best and fastest way to learn to sail. However, a program such as this could go far in augmenting a novice's understanding of what's going on out on the water.)

Want more? Curious about hurricanes? There's software out that tracks all the Pacific (or Atlantic) hurricanes between 1946 and 1987, including name, date, barometric pressure, windstrength, course, and how close it came to any locale you select. It won't help you in the event you run into the real thing, but it makes a great case study for helping predict the path of a new one, as well as what hurricane hole you should run for in the event one does come your way.

In the second best of all scenarios, with a computer you can even run a business while you cruise the seven seas. (The best scenario, of course, is not having to work while you cruise.) Fred and Carol Hoerner did that, keeping up with their business consulting careers via fax and modem to the Bay Area while cruising their 62-ft S&S cutter *Djinn* around the South Pacific last year. Steve and Linda Dashew, authors of the *Offshore Cruising Encyclopedia*, not only wrote most of that book and it's still-to-come sequel aboard their 72-ft *Sundeer* while cruising, they used a desktop publishing program to actually lay the books out!

Nowadays, you don't even need to find a phone to communicate with the folks or the business back home. Transmission and reception via computer is possible through connections with Ham or Single Sideband, for example — and now by 'Standard C', a communications service via the Comsat



Above, 'Blue Nova'. Right below, 'Amoco Procyon's sophisticated canting keel.

PUSHING THE EDGE OF THE ENVELOPE

Large commercial ships have been 'computerized' for some time now. That's how they can operate with such small crews. Computers save labor aboard many large sailboats, too. Two that come immediately to mind are the 145-ft *Andromeda la Dea* that we featured in last issue. According to her skipper, the beautiful Italian-built ketch can spread 5 sails comprising 10,000 square feet in less than 5 minutes — it's all done by computer from a central console. Likewise, the sails on Greenpeace's huge *Rainbow Warrior* are also computer controlled.

The futuristic 65-ft monohull *Amoco Procyon* takes the concept one step further. From keel to truck, the boat (conceived by Olaf Harken as a floating showpiece of modern technology) was designed by computer, sets it's sails by computer, and even cants its unique swinging keel by computer.

For perhaps the most fascinating glimpse into what the future holds for computers on sailboats, however, it's hard to beat the wild-looking British trimaran *Blue Nova*. Wherever it goes, the Planesail 54 rarely fails to stun and amaze those who see it for the first time. And if they're lucky enough to go out for a sail — well, we hear the cabin floor is amply padded to accommodate the many jaws that have dropped there in amazement.

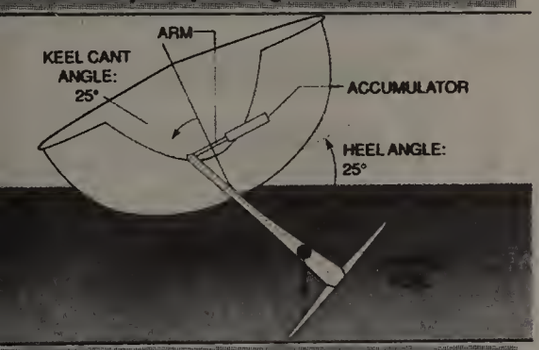
You don't sail *Blue Nova* so much as drive it — the centralized cockpit consists of an automotive seat, dashboard and steering wheel. A throttle lever hooked into 'Nova's on-board computer controls the three vertical, rigid 'wings'. Except for docklines, there

BLASPHEMY OR THE BEE'S KNEES?

are no ropes, no winches, and no rigging. And get this — it'll even back up under sail!

While purists and 'tweekers' might scoff, *Blue Nova* is an efficient sailing machine, easily capable of sailing at windspeed or better. At the same time, she's no fragile potato chip. Designer John Walker sailed her over to last year's Annapolis Boat Show on her own bottom and, with only his non-sailing wife and young son aboard, the boat survived the 60 to 70-knot winds of Hurricane Claudette with ridiculously little damage — the blades on one wind generator disintigrated. "When the wind had fallen to a mere Force 7," wrote Walker of the trip, "it felt like flat calm."

Like the $1.5 million *Procyon*, the Planesail line (a 'sporty compact' 36-footer and $1 million 60-footer are in the works) aren't cheap. Depending on if you want the



Sport or Cruising model of the Planesail 54, you'll spend $500,000 to $750,000. But like everything else having to do with computers, the technology — and the price — of 'future shock' boat systems are bound to trickle down to real world sailors sooner or later.

satellite network. With Standard C, the range is completely global and unlike ship-to-shore radio, nobody can 'listen in'. Simply log on line and within minutes, your information is beamed modem-like to your intended receiver.

On the not too distant horizon: global fax, paging and, eventually, small *affordable* cellular-type phones that will work anywhere in the world. (Large yachts and ships have Inmarsat systems now, but they cost $30,000, weigh more than 100 pounds and require a large, bulbous radome.) When that day comes — and it's no more than three or four years away — seagoing computer users will have all the communication they need to do just about anything from just about anywhere.

Okay. Now for a slap of reality. Right now, this year, the brave new world just outlined will cost you plenty. High-end electronic charting for IBM runs $1,000 for the program and $45 to $60 per chart. The racing software mentioned runs between $1,500 and $3,500. A full-size PC and color monitor, 'marinized' with gaskets, spray flaps and a 'skin' over the keyboard will set you back about $4,500.

The computer won't plug into just any old instrument, so if you want the full advantage of the computer's capabilities you'll have to upgrade to modern digital instruments such as B&G, KVH, Ockam or Signet. Sometimes, only one brand will do — the Ockamsoft II racing program, for example, will interface *only* with Ockam instruments.

Then there are space and power requirements to consider. A full-size PC would take up a lot of space in most nav stations, and will use as much power as a refrigeration unit. So to go this route, you'll probably need to upgrade your electrical system, add batteries, install a 110-volt inverter, augment your charging system with solar panels or wind generators . . . .

If only the best will do, you're realistically looking at about $10,000 to $15,000 to get a system up and running. And if you're Mr. Joe Average Boater, your whole *boat* might not have cost that much.

Not to fret. Fortunately, a Chevrolet will get you most places just as efficiently as a Cadillac. The bottom line is that an investment of around $2,000 will get you onto the new frontier with a few basic programs. You can upgrade to Cadillac status by bits and pieces as you go along. But before we tell you how to do that, meet a few frontiersmen.

Fifteen years ago, Southern California's Bob Winson was putting together missile simulation systems for a living, racing sailboats in his spare time and wondering why no one had come up with a performance program for sailors. When he got tired of waiting, he began one himself. Eventually, the project took on a life of its own, and after seven years of development, evolved into Compusail, the company of which he is now president and the software which can be found aboard everything from cruising boats to America's Cuppers to Whitbread maxis to TransPac yachts. In the last two TransPacs, 9 of the first 10 boats to finish had Compusail aboard.

In the early 1980s, Dave Crane was also another computer wiz who sailed. Dave had 15 years under his belt at IBM when he, too, recognized the incredible potential of mating the world of computers with the art and science of sailing. His path eventually led to DF Crane Associates, a marine software company. What programs he and partner Judy Brum (who live aboard their Islander 41 in San Diego) weren't able to find, they developed themselves. By default — "We're still primarily a *software* company," he says — that now includes some of the first 'marinized' computers to hit the market, such as the just mentioned full-size PC and, later this year, a line of marinized laptops with removable disc-drives. "As far as power consumption and susceptibility to damage from salt air, disc drives have always been a computer's Achilles heel," says Dave. With this piece detached and stored in its waterproof plastic bag until needed, the computer will use less power and last much longer.

Finally, the next time you think nothing ever trickles down from the America's Cup anymore, remember Dick McCurdy. The first computers to go sailing were aboard America's Cup boats and Dick is the man who put them there.

The first of the first went aboard *Valiant* in 1970. And McCurdy, a recent MIT graduate and self-taught computer whiz, had to do some fast talking to get it there. By today's standards, the *Valiant* machine was decidedly crude — the main mechanism was actually a mechanical clockwork! And though the system had its share of bugs, it accurately gave the sailors both true wind and VMG.

Dick was back with a new system aboard *Courageous* in 1974. Replacing the antiquated clockwork was a Data General Nova computer Bob had bought with his own money. *Courageous'* system worked much better than its predecessor, spitting out essentially the same information a modern instrument pod would, back before there were such instruments.

> The computer required three huge batteries weighing 275 pounds, and was cooled by circulating bilge water.

But the technology came at a price. Financially, it amounted to $1 for each of the 4,000 'bytes' (or four 'kilobytes') of memory. (An average computer today has two to four *million* bytes — or 'megabytes' — of built-in

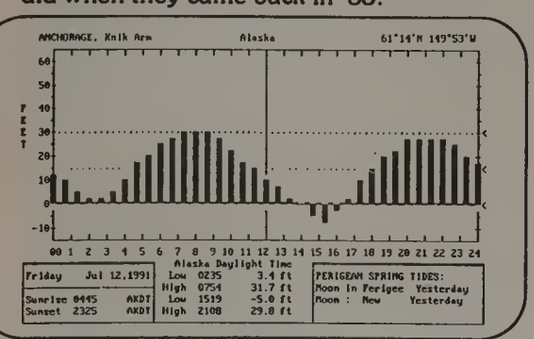
memory.) In the days before multi-million dollar campaigns, that wasn't exactly chicken-feed, but it was nothing compared to the weight and appetite of the beast. The computer weighed 75 pounds and drew 9 amps at 36 volts. To run it all day required three

> Used properly, a good racing program is worth five seconds a mile on the ocean.

huge batteries — combined weight, 275 pounds — that had to be carried on and off the boat every night. And to keep the heat down, the machine was cooled by circulating bilge water!

Dick sat out the 1977 Cup, but was back in 1980 aboard Russell Long's *Clipper* with the latest version of his machine. By now, all the boats had computers aboard, but McCurdy managed to stay a step or two ahead with such features as telemetry — the ability to send real-time information on boatspeed, heading and so on to a shore station by radio. Some guy or guys would then pour over the information for most of the night, then suggest strategies the next morning.

Although *Clipper* didn't make it to the finals, there was quite a lot of interest in McCurdy's system, especially the telemetry part. "I remember the Australians taking copious notes when I gave a lecture about it," says Dick. "And we all know what they did when they came back in '83."



Like most tide/current software, Micronautics' 'Tide' is easy to read and understand.

Dick never did use that mechanical engineering degree he got from MIT. In 1981, he began Ockam Instruments in Connecticut, and remains its president. The company's new Ockamsoft II has been the program of choice for many racing sailors, including six of the last eight America's Cup syndicates.

The message of these brief history lessons: most boating-related software has been developed by sailors for sailors. Not by nerds for eggheads. It makes a difference.

The next giant step in getting computers aboard came with the development of the laptop. Personal computers have been coming down in size, price and power consumption for years — which coincidentally have been the three major strikes against putting them aboard — but until the last few years, they were still found aboard mostly just big boats. The development of the laptop really made on-board computing possible for the masses. At notebook size and only 6 to 8 pounds, they fit easily aboard. New, sharper-resolution screens make the newest ones easy on the eyes, and they're powerful enough to do virtually anything their big brothers can. Perhaps most important, where *Courageous*' beefy system guzzled juice like a drunk Aussie bowman, your average laptop of today sips it like fine chablis. Half an amp (at 110 volts) is typical, and they'll all run for hours on internal batteries.

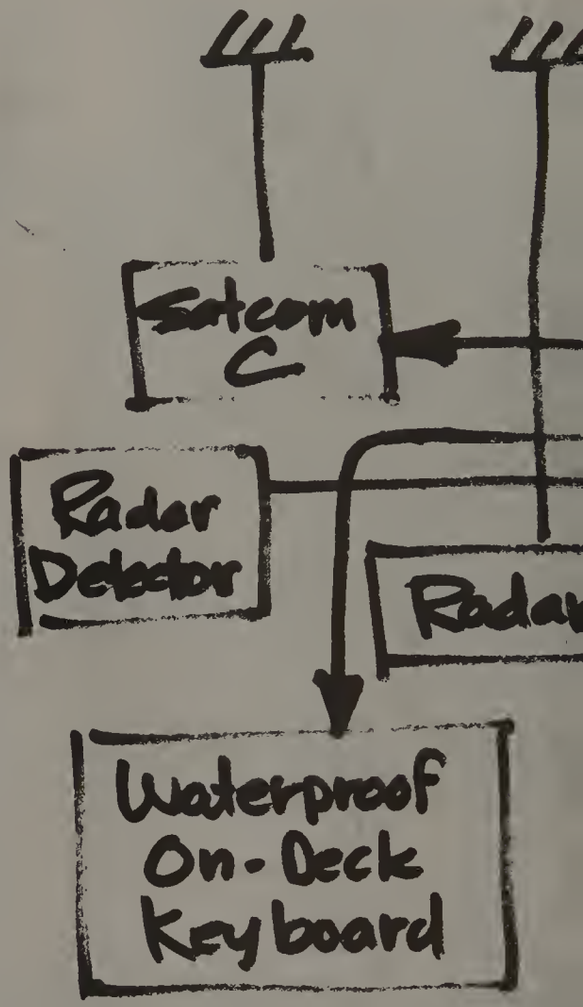
Indeed, the laptop may be the reason on-board PCs are really — some say *finally* — beginning to take off. With a whole new computer generation coming of cruising age, it's only natural to include a laptop. And when those cruisers get tired of just using it to write home, it's only natural to start looking around for other possibilities.

It's difficult to estimate how many boats have computers aboard as we speak, or what they're used for. Bob Winson says some 200 boats worldwide are running his various Compusail programs, and at the height of sales two years ago, five new programs a month were going out the door. On the cruising end of the spectrum, Dave Crane estimates that between 25 and 50% of all cruising boats out there now have a computer aboard. That many? Really? "I think many people who can afford the lifestyle couldn't have gotten where they are without already being familiar with computers," he says.

So what do you need to get started?

Well, count desire and persistence right up there at the top of the heap. Several of our experts suggested that, at present, "you have to know computers" to efficiently install and use one aboard. It's also true that it's going to be a few years yet before you can just go into one store and buy everything you need off the shelf.

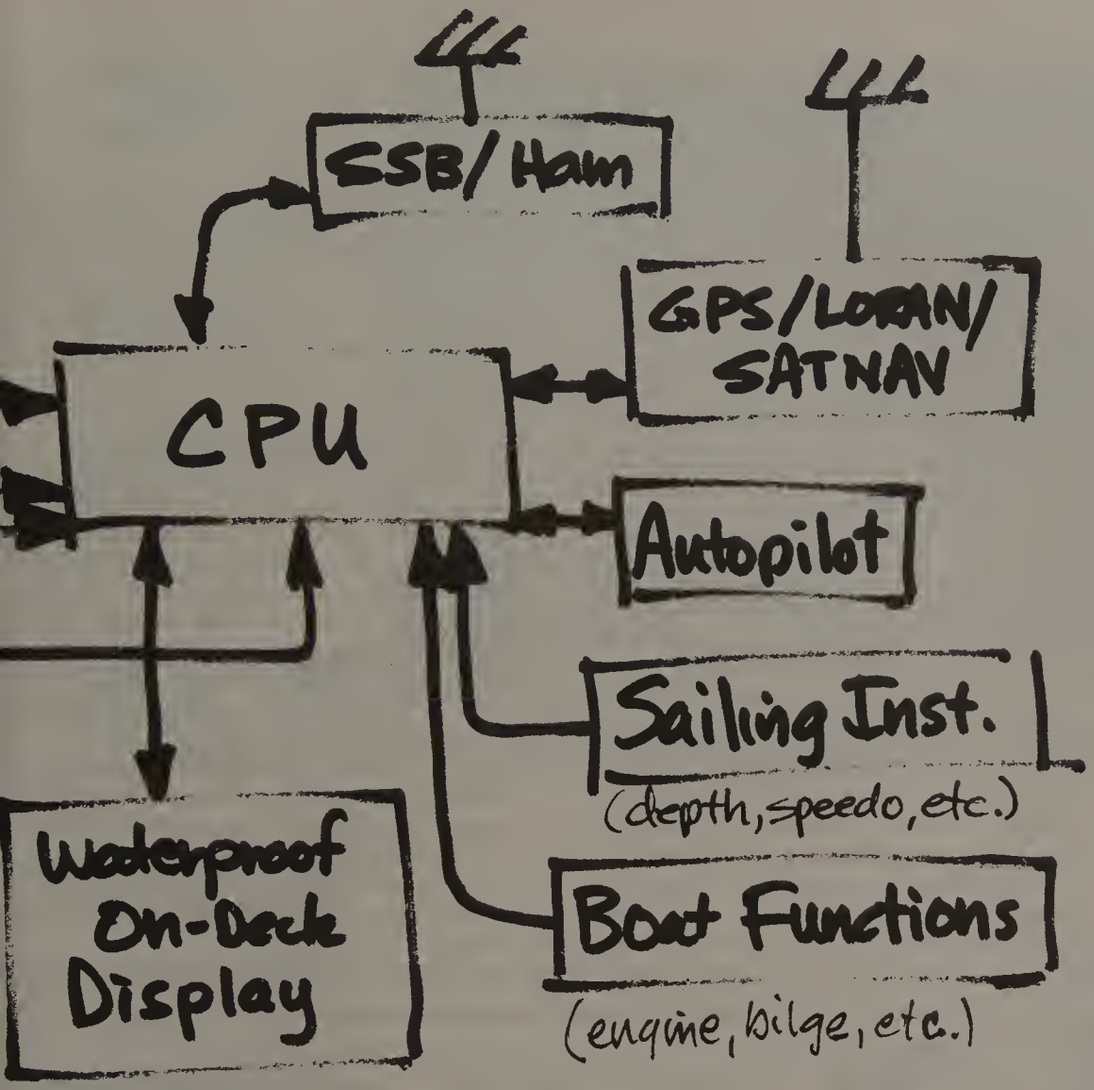
But with top-end programs undergoing



constant upgrades and 'user friendliness', we think any computer virgin with a little patience and persistence will probably do okay. If you're willing to learn, ask lots of questions, make lots of stupid mistakes and blow more money than you would if you really knew what you were doing — in other words, go through what everybody else did to learn computers — then we say go for it.

An equally important thing to know is that you can't possibly learn enough by reading this article to make informed decisions about what computer and software is the best to put aboard your particular boat. We're just here to 'gee whiz' you with some of the innovative work going on in this young field. Anyone who's serious about getting started *has* to talk to someone knowledgeable in this area. Better yet, several someones. At the present time, your best source for information, installation and servicing of on-board computers is a marine electronics outlet. You may also end up spending an afternoon or three at your local computer store. Computer-literate friends are great, but unless they're sailors, too, we'd be leery of depending too heavily on them, no matter how well-intentioned they may be.

BLASPHEMY OR THE BEE'S KNEES?



Above, a techie's response to the question, "How do you think new boats might come equipped 10 years from now?" He said, "Five years" and drew this. Everything is tied into a central computer, even the autopilot, which could presumably steer the boat via a performance and/or navigation program. With waterproof keyboard, and on-deck display(s), you could monitor everything from VMG to baseball scores from the rail. Big hangup for getting screens on deck so far is readability in sunlight.

Hardware-wise, 'real people' should forget full-size PCs. Instead, get a laptop that has enough oomph to run the high-end software, even if you're not planning on getting any of it right away. The reason? The more powerful the machine, the faster it does everything; plus you'll need the increased capacity down the road if and when you do decided to build that Cadillac. The machine should be IBM compatible, and at least a 386SX with 2MB of RAM and a 40MB hard drive. (Don't ask what that all means, just trust us on this one.) We're currently test-driving just such a machine for away-from-the-office writing. It runs around $1,600, and includes a battery, AC power supply/battery charger and carrying case. Two years ago, a machine with half the power cost three times as much.

A quick word about Apple. Though many people swear by Apple, and their new line of laptops have drawn praise from computer cognoscente — three things. One, IBM and Apple are not compatible. Two, there aren't as many boating-related programs out there for Apple equipment. And three, generally speaking, Apple stuff is more expensive. The equivalent Apple laptop to an IBM 386 costs about $1,000 more, for example. If you're truly on a budget, IBM-compatible is the only way to go.

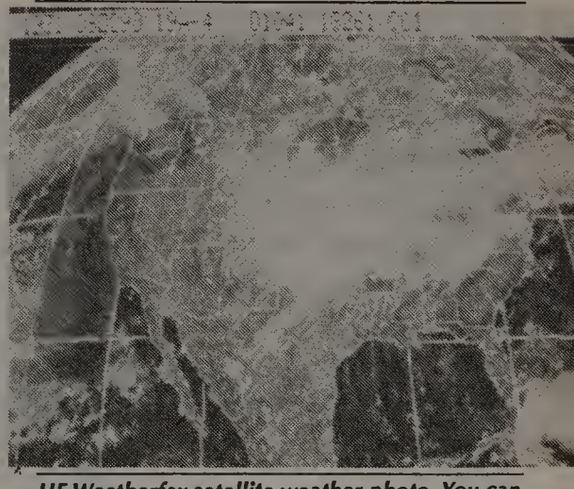
For the purposes of getting started in the computer game, assume for the moment that you're not going to be hooking in to any on-board electronics. Instead, we suggest getting and learning a few inexpensive programs to see if on-board computing really is for you. A few you might consider: 'Passagemaker' ($200), a program designed to help you organize an upcoming cruise; 'Blue Water Yacht Manager' ($130), a yacht management system; the Posey Sailboat Dynamics Simulator ($50), and an inexpensive tide and current program ($100 to $200). The hurricane tracking program mentioned earlier is $40, and if you just *have* to have Apple, the $60 'Starboard!' racing simulator program (for Macintosh only) is a real kick in the pants. These and other programs are available through local marine electronics outlets or by mail.

When the time comes to hook into your on-board instruments, once again, go to the pros. They know what's compatible with what, can answer all the questions you have, and know the correct tricks and procedures to get your system up and running like it should.

Why are we stressing *not* doing it yourself so much? Because we know from personal experience how screwed up things can get with computers when you don't really know what you're doing. Believe us, we've gotten so frustrated with simple word-processing around here that we've seriously considered going back to carving on stone tablets.

More to the point, you may recall the letter in *Latitude* last month wherein a sailor was assured that Brand X GPS would interface fine with Brand Y autopilot to steer his boat. But guess what? When he'd spent all the money to buy the equipment and all the time to install it, neither the instruments nor their manufacturers would talk to each other — except to lay blame on the other guy, of course. The moral: A few more bucks for a qualified *marine* electronics tech to come out and do the job is money well spent.

When/if you reach this stage, again, start out slow. The $1,000 electronic charting programs are nifty as hell, but the digital charting is perfectly usable and only costs $400 to $600. And hey, if you already have the charts, maybe you can do just fine with a $200 navigation program that does its thing on a 'generic' mercator plotter. Again, ask questions and shop around.



HF Weatherfax satellite weather photo. You can also get regular weatherfaxes with the program.

Conclusions? Nobody *needs* a computer on board a boat. Remember, that IOR warhorse won a ton of trophies without help from any computer. But all things being equal, the same might not be true today. Top

navigators such as Sausalito's Mark Rudiger figure that, used properly, one of the high-end racing programs is worth at least five seconds a mile on the ocean over an otherwise equal but computer-less boat. Incidentally, Mark's a good example of how computers have changed the face of sailing already. A dozen years ago, he peddled his navigating skills on the basis of how well he knew celestial navigation. Nowadays, it's on his familiarity with running racing software on a computer.

Which begs the question, do computers dilute sailing? Will the skill of the sport give way to some sort of umbilical cord dependence on what some infernal machine tells us to do?

"Nothing could be further from the truth," says Bob Winson. "There's so much information that you have to know to sail competitively. A computer simply arranges it in a logical, objective manner — no by guess and by gosh — and allows the tactician or helmsman to make the best possible decision. If you don't know how to interpret that information, or how to sail a boat well, you can use the most expensive program in the world to sail the worst race of your life."

Which brings us to the old computer adage, "garbage in, garbage out." It means a computer is only as good as the guy who's using it — just like a winch, compass, marine toilet or any other piece of gear aboard a boat. For in the final analysis, that's all a computer on board a boat is, another piece of gear that can make your sailing more efficient, enjoyable and safer — but only if you know how to use it properly. What a computer is *not* is some panacea that's going to do all the thinking for you, solve all your personal problems and pare down that midriff bulge in the bargain. And remember, whether they're used at sea or ashore, computers are every bit as capable of BS as their creators.

You can use the most expensive program in the world to sail the worst race of your life.

But enough proselyting. Like it or not, computers are here to stay. And from the onboard, real-people perspective, we view that as a good thing. Computers can help demystify sailing for the novice, help organize it for the cruiser, help 'equalize' it for the racer and add a significant measure of security to any offshore trip — all of which means more people out doing what it's all about: enjoying sailing.

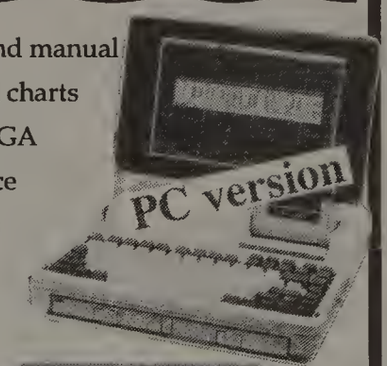
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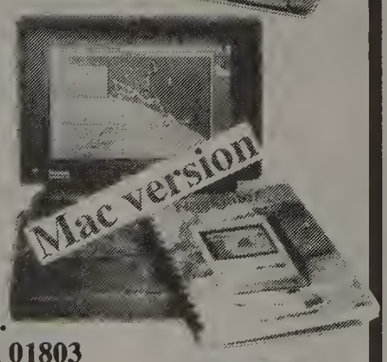
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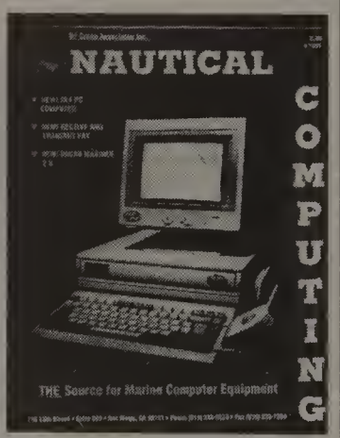


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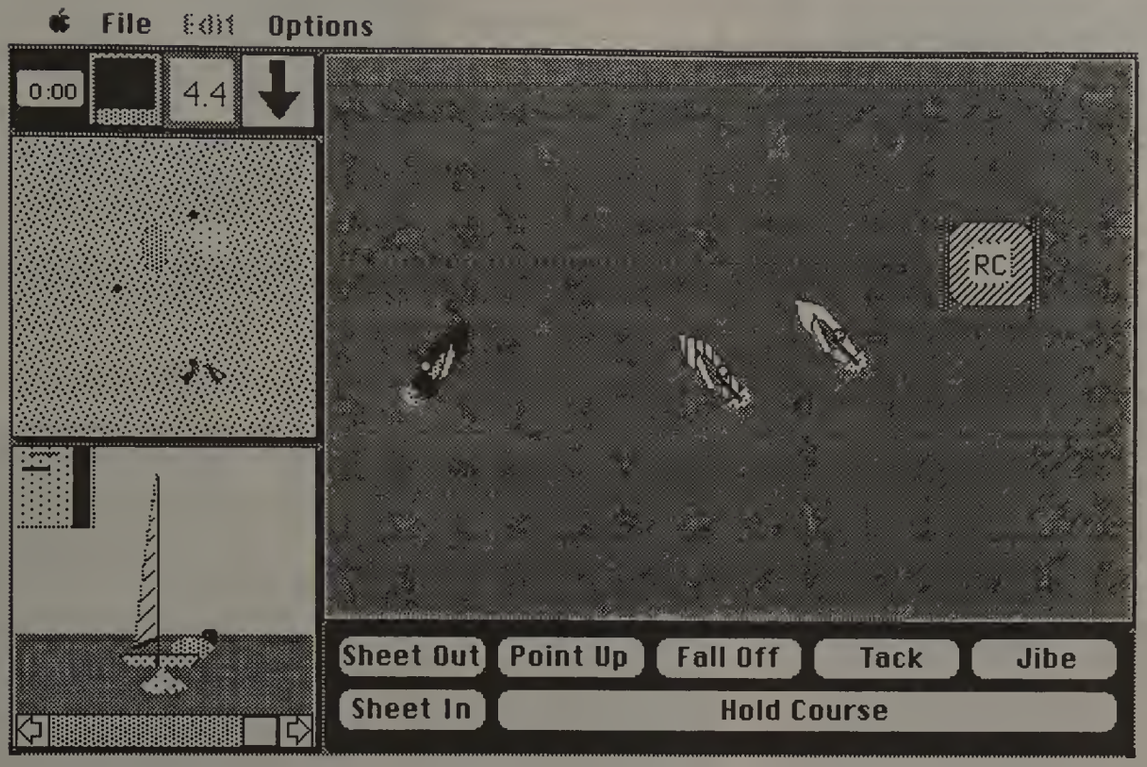
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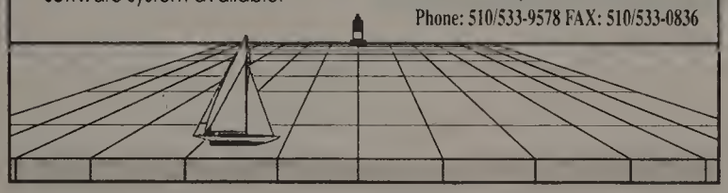
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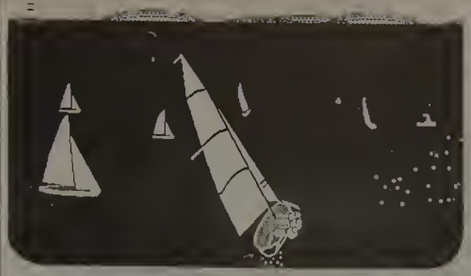
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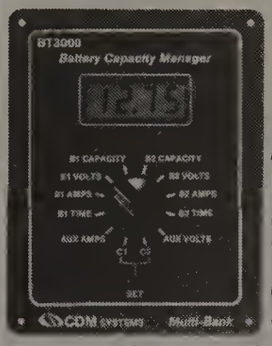
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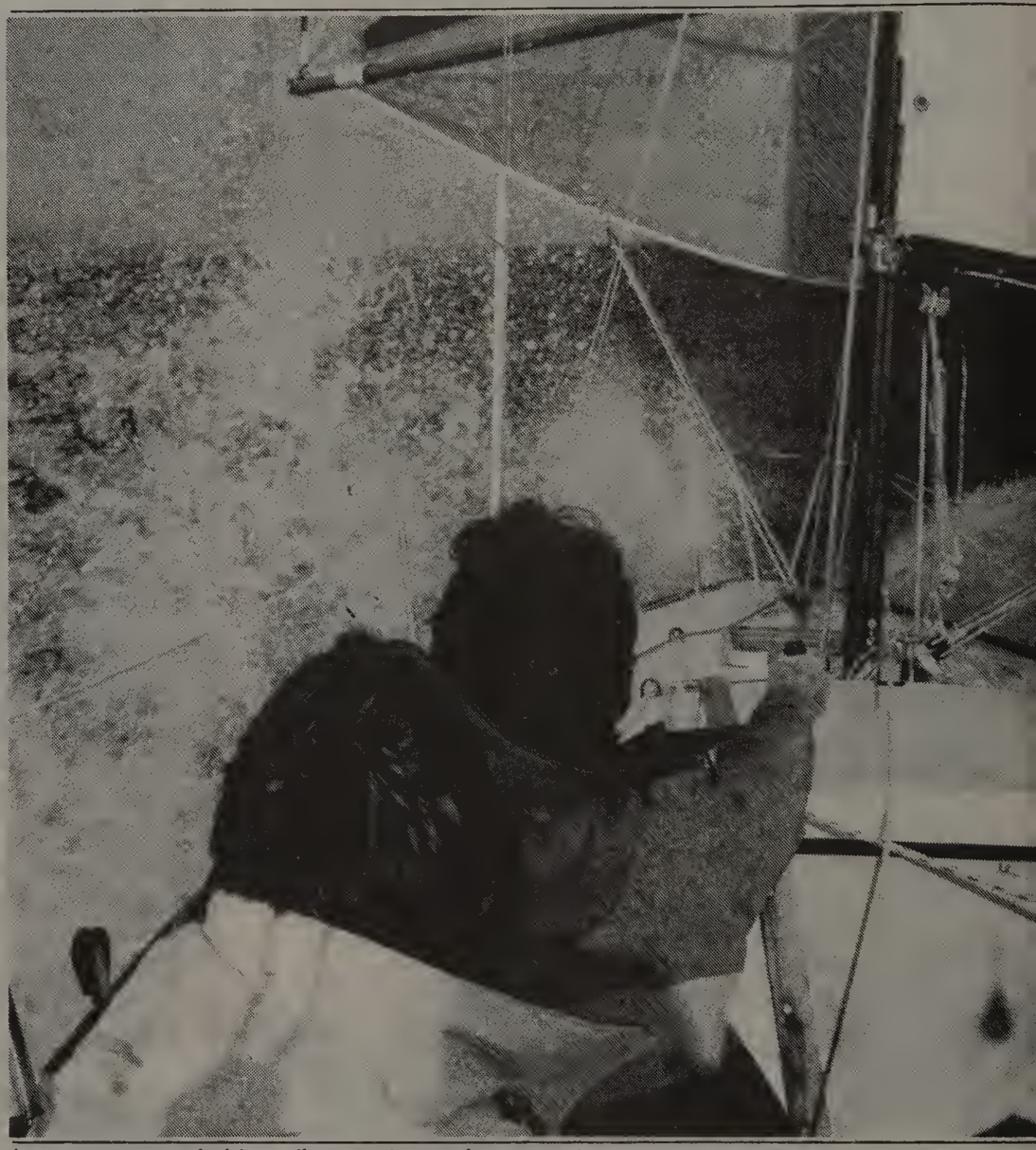
TALE OF TWO COASTAL RACES:

In these shaky economic times, when ocean racing is arguably already an endangered pastime, do we really need two competing coastal races, both sailed under PHRF and both leaving San Francisco on the same weekend? Especially when the sold-out Pacific Cup and the new Alessio Race are further diluting the finite pool of California ocean racers?

> "We dove into the back of the wave so violently that we buried the boat up to the companionway hatch."

After much deliberation, we decided it would be a far, far better thing to simply report on both races, rather than philosophize away our allotted five pages pondering how this odd situation came about. Besides, there's plenty of more interesting things to worry about lately: Will Di and Charles stay together? What will the billionaire dilettante from Texas do next (why not the America's Cup)? Is Rodney King a zero or a hero? And so on.

Which leads us, in a roundabout way, to the two coastal contests — both excellent — which just occurred. Basically, the only difference between the two was the destination. As might be expected, the 360-mile Catalina Race continued to attract the big boats, while the smaller boats flocked to the new, relatively short and sweet 285-miler to Santa Barbara. Each race was blessed with great weather, including some glorious surfing conditions between Sur and Conception; each race required a Coast Guard rescue; each race had its share of parties (though both were quick enough that many folks were long gone before the actual awards ceremonies). And the deliveries home were improbably mellow, as the wind all but disappeared right after the races — lots of boats reported faster elapsed times motoring home than on the sail down!



Good vibrations! 'Elan', Steve Lake's Express 27, buzzing along at warp speed. You can almost hear the keel humming!



GREGG WRISLEY

'Locomotion' clicking off the miles. The sail down the California coast is surely one of the prettiest in the world.

Coastal Race

Thirty-eight boats answered the starting guns off St. Francis YC on Saturday, July 4, for the inaugural Encinal-Santa Barbara Coastal Race. "It was a great turnout, even better than we'd hoped for," claimed race chairman Shirley Temming of co-host Encinal YC. "Just as we thought, a lot of people are tired of going to Catalina and ready for a change. Who's got a week to spend on a coastal race these days?"

Certainly not overall winner Eric Sultan, who pulled off the race's first triple whammy with his well-travelled Wilderness 30 *Special Edition*: first to finish (at about 2 a.m. on Monday morning), first in class and first overall. Unofficially, he and his crew (Dave Hodges, Ian Klitza and Roland Brun) also set the new round-trip record as well: they showered, ate breakfast, packed up *'Ed* and hit the highway before most of the boats had even finished. "We were in a hurry," explained Eric, a Silicon Valley computer engineer. "I had to be at an important meeting on Tuesday morning!"

The race, according to Sultan, was "pleasant but uneventful." In other words, it was business as usual aboard *Special Edition*



GREGG WRISLEY

— certainly the most successful MORA distance racer of the last decade. What's this guy's secret, we wondered? How can he win these distance races so consistently?

"It's a combination of the boat, the crew and some luck," figured the 'Sultan of Sail'. "Wilderness 30s are great downwind, kind of like a blown up Moore 24 — tippy and skinny, but full forward which gives the boat the 'reserve buoyancy' to carry lots of sail. It's a fractional rig, but we carry masthead kites and penalty poles, so we're optimized for downwind races. It's also a pretty comfortable boat — unlike Olson 30s, we have standing headroom, which really makes a difference after a day or two.

"And my crew is great! We've done about 10 long races together — I *love* sailing with these guys. They're all boat speed experts, and they know how *not* to break things. We laugh, drink beer (we freeze our Fosters ahead of time so they stay cold), play music — most of the battery goes to this cause! — and always have a really good time. We don't have a watch system during the day and don't really feel like we need one. I've been on other boats where everyone's uptight and not team-oriented, and I'm mystified why anyone would sail that way.

"As for tactics, there's no real science to it. You just react to where the other guys are — they were on both sides of us this race — and listen to the weather observations and watch the sky. Our goal isn't to be the first to put up a kite, as you usually get sucked back into the land. We don't get too near the points as the waves get all weird, kind of like a washing machine on 'agitate'. We didn't jibe a lot in this race, in fact we didn't jibe to port until 3 a.m. the first night. Lots of people automatically do the 'dinner jibe' at nightfall — we'd rather jibe when the time's right."

Sultan, who did the navigating with a handheld GPS that Klitza brought along to toy with ("A good thing, too — our LORAN crapped out right away!"), found the 'golden path' to be right down the middle this time. The closest they got to land was 3.5 miles off the points; the farthest was 35 miles off Port San Luis. They kept switching between their masthead and fractional kites, downshifting when the wave angle wasn't good. "The boat's a handful with the big spinnakers up," allowed Hodges. "They're 40% bigger than the other kites, and you roll all over the place. We hit 20 a bunch of times this race, and covered the distance from Sur to Conception in only 12 hours!"

"In retrospect, other than two round-ups, about the only thing we could have done better was wait longer before jibing in to the finish," said Sultan.

While Sultan and his crew were giggling their way down the coast, other crews had their hands full: three boats dropped out early (*Peaches* slipped into Monterey after apparently hitting something; *Terne* and *Tempus Fugit* exited stage left into Morro Bay with seasickness problems; *Perezoso* was towed in to Santa Barbara by the Coasties after bending their rudder shaft off Conception). A bunch of kites blew up (the J/105 *Midnight Express* reportedly blew up both asymmetrical gennakers after stabbing their retractable bowsprit too many times into the backs of waves) and at least one spinnaker pole was sacrificed (Bob Cranmer-Brown, singlehanding *Etosha* turned his 24-foot spinnaker pole into two 12-footers during a bungled jibe).



COURTESY EYC

"Let them eat cake!" said the organizers of the new Encinal-Santa Barbara Race.

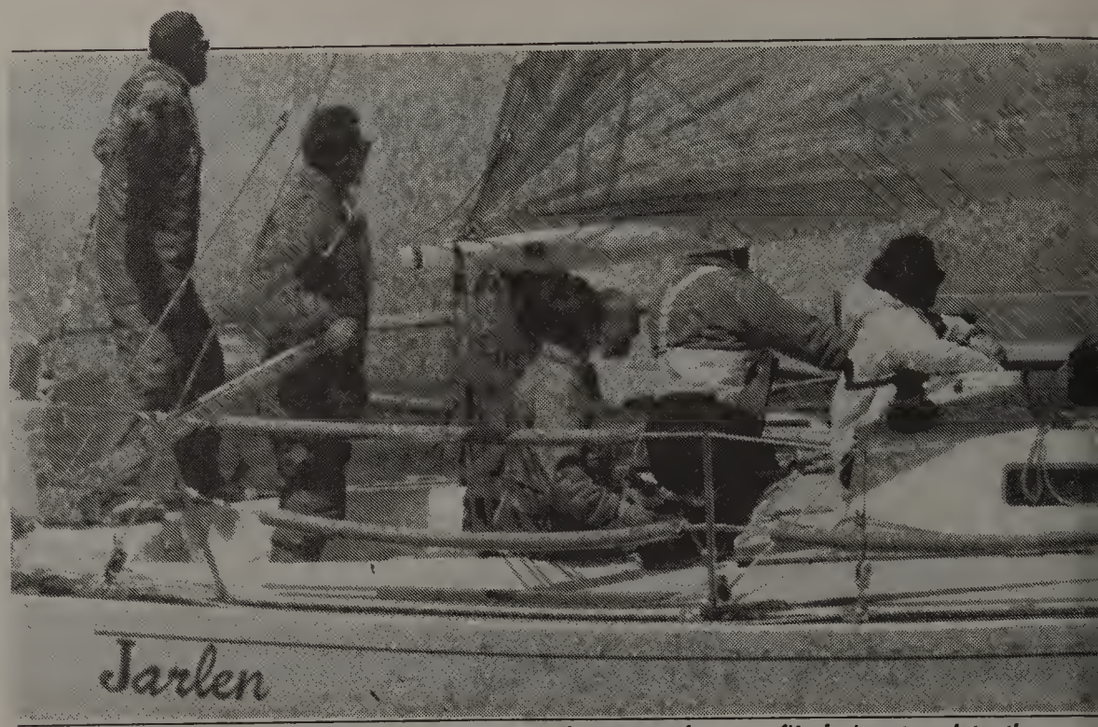


GREGG WRISLEY

Light air and oil slicks awaited the fleet in the Santa Barbara Channel. Everyone's waterlines looked like this after the race.

The crew of the Moore 24 *Ladyhawke* screeched to a halt on what they swear was a whale. Most of the boats broached at least once — *Moonshine*, a hard-chined custom

TALE OF TWO COASTAL RACES:



The camera-shy crew of 'Jarlen' contemplates the task at hand. "It was every bit as intense as a Bay race," claimed overall winner Bob Bloom.

26 ULDB, put their masthead three feet underwater off Conception, while her crew considered, but rejected, the option of standing on the keel. Amazingly, the J/24 *Roadhouse Blues* blew up their traveller, broke a spreader and did a bunch of other damage, but still finished first among the MORA Heavy boats.

In fact, the race was dominated by MORA boats — the only non-MORAn to break into the top ten was the Morgan 38 *Moonshadow*, being singlehanded in the non-spinnaker division (which allowed two hours of motoring time) by Jack Scullion. The Express 27s, in particular, distinguished themselves. They match-raced the entire way, with Carl Schumacher and John Franklin's *Moonlight* leading at Conception — ahead even of the Mull 30 *Sparky*, which had switched back to white sails after a particularly horrendous round-down (the gas can flew across the cabin and burst open, among other carnage). *Abigail Morgan*, Ron Kell's Express 27, pulled off the comeback of the race, performing an end-around on Monday morning as the fleet lay stalled inside her. They swung wide to the right — the best way to approach Santa Barbara — and came in a distant second to *Special Ed*.

"The stretch from Sur to Conception was fabulous — it made the whole thing worthwhile!" enthused *Moonlight*'s Carl Schumacher, whose crew included his 15-year-old daughter Sutter and Howie Marion. "We were never even close to being scared, despite planing at sustained 16s. If only we could cut the last 30 miles off, this race would be perfect! Maybe they should anchor a committee boat off Coho next time?"

Others agreed. "It's such a letdown after flying down waves at 15 knots to crawl for half a day," said *Moonshine*'s Billy Erkelens. "We thought by doing this race instead of Catalina, we'd avoid sailing in light air." Chimed in shipmate Eric Steinberg, "And the stench from the oil in the water in the Channel! Geez, it's incredible — it really makes you want to puke! Supposedly it's natural, but I have a hard time believing that."

But minor complaints aside, there wasn't much about this race not to like. Other comments we heard: "Great town, especially the yacht club and the brew pub!"; "I feel like I've been away for a week, yet I only had to take one day off from work!"; "This was a really, really well run race"; and "This race has got a great future."

Catalina Race

With apologies to Charles Dickens, the 14th Annual Catalina Race was truly the best of times and the worst of times. On the one hand, the race itself was splendid: The weather finally repented for its sins of the last few years, when there was either too much wind ('88,'89) or not enough (who can forget the tedious drifters of '90 and '91?). Conditions were monotonously beautiful for this year's sprint to the Isle of Romance, prompting Hal Nelson of *Zeus* — a veteran of eight Catalina Races — to claim, "It was an absolutely beautiful sail, probably the best one ever." Winds were still light at the end, but from what we can tell, the Santa Barbara racers spent as much, or more, time wallowing around in no breeze at the end of their race.

So what's the bad news? Sit down, and we'll break it to you slowly and mathematically: from an all-time high of 127 boats in 1988, the number of entries thinned to 116 in 1989, 113 in 1990, 94 In 1991 and, this year, to only 44 boats. On a chart, it looks worse than the stock market crash of 1929. Race officials at host Metropolitan YC, obviously aware of the precipitous drop, were philosophical about the disappointing turnout.

"Sure, the other race cut into our entries,"



COURTESY MYCO

'Terminator', top right, took the start of the Catalina Race by a poodle hair. Moments later they retired with a broken headfoil.



ERIK SIMONSON

admitted regatta PRO (Principal Race Officer) John Moreau. "But it's also part of a general trend. What with the ailing economy, the riots, the earthquakes. . . well, it just wasn't an upbeat year for California, and I think that's reflected in a decline in interest in this race. Maybe people are getting wimpier, too — ocean races are getting shorter and shorter. What's next, a coastal race to Morro Bay? Anyway, we're already planning how to attract more people next year."

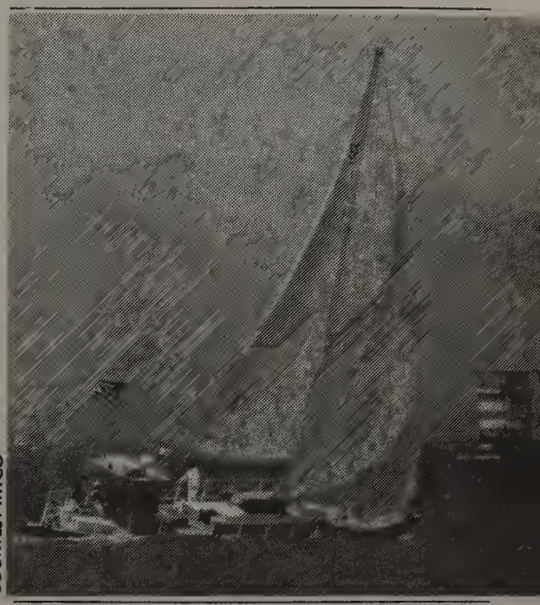
Twenty-four boats — two MacGregor 65s, one multihull (two more, both F-27s, somehow showed up a day late for their start, but went anyway), one Master Mariner and 14 non-spinnaker boats — left from Baker Beach on Saturday, July 4. The 20-boat balance of the fleet left the next day, enjoying slightly better winds. Like their counterparts in the concurrent Santa Barbara Race, the fleet enjoyed a quick ride through 'Surf City', the middle part of the course.

Given the conditions, *Double Bullet*, the custom 75-foot catamaran, would probably have smashed *Winterhawk*'s 1989 record of 35 hours, 11 minutes and 40 seconds. Unfortunately, the *Bullet* bit it on the delivery north for the race, snapping the top 10 feet of the mast off near Santa Barbara. This left first-to-finish honors to Bill Maudru's Cross 46 *Defiance*, which posted a 39 hour, 18 minute run. Hal Nelson's *Zeus*, which clobbered sistership *Titan* by over five hours, was the first monohull to Catalina, finishing in 44 hours and 11 minutes.

Zeus took a couple of hellacious 20-knot round-ups in the process ("I remember lying there in my bunk hoping everyone was still on board," said Hal) and blew up two of her halyards, necessitating six hours of baldheaded sailing and eventually using a 5/8-inch stretchy anchor rode for a makeshift spinnaker halyard. For the first time, Nelson piloted his boat right down the Santa Barbara Channel, leaving Anacapa to starboard. "Things were perfect for going straight through the front door," claimed the Alameda boatyard owner. "Swinging in wide from the outside — the back door — didn't work out this year."

Corrected time honors this year went to Bob Bloom's J/35 *Jarlen*, which nipped sistership *Esprit* by 16 minutes after 50 hours on the track. Bloom, an East Bay radiologist, confirmed that "Rhumbline was the way to go this year" and credited his crew (Bob Bergtholdt, Jim Graham, Charlie Merrill, Paul Rosenthal and Paul Sinz) with grinding down *Esprit* on Tuesday morning's sprint to the finish. "It was a two day match race," said Bloom. "Hardly anyone slept — it was every bit as intense as a Bay race."

Bloom was pleased with the stability of the J/35 in winds up to 38 knots, the highest the boat has seen yet. Their only mishap occurred off Pt. Sur after midnight. "We couldn't take the 1.5 ounce down to leeward because it kept blowing out of our hands," explained Charlie Merrill. "We crashed really hard trying it that way, so next we tried to grind the kite in to weather, which worked pretty well except we tore it really badly on the bow pulpit. It took Paul four hours to sew it up the next day, but he did it. That's when I knew this crew had the desire to win the race!"



COURTESY MYCO

Telephone booth spotted heading south! Actually, it's 'Ruby' at the start of the Catalina Race.

Winning the non-spinnaker class in the very creditable time of 57 hours, 32 minutes was Gordon Finlay's Sabre 42 *Finale*. Like *Jarlen*, *Finale* was pressed hard by another boat — the Tartan 41 *Regardless* — and also sailed basically a rhumbline course, shooting the slot between Santa Cruz and Santa Rosa islands. "My crew must like doing this," explained Finlay, an East Bay businessman. "This is the eighth time we've done it together, and they fly in from all over for it — Florida, Pennsylvania, Illinois. . . It's our annual reunion! As usual, we were a bit rusty the first day, but we got better by the end."

Finlay reported bursts of up to 15 knots under double 150s. "It blew a fairly steady



COURTESY HAL NELSON

Hal's pals: the tired but happy crew of 'Zeus' near the end of the trip.

TALE OF TWO COASTAL RACES:



COURTESY EYC

MORA boats, such as the Olson 30 above, fared well in the inaugural Santa Barbara Race.

25 the whole time, except at the very end," reported Gordon. "It took us 3 hours to go the last 5 miles!" Still, after not finishing the last two years — and subsequently winning the division for the first time — Finlay couldn't have been much happier.

At the opposite end of the happiness meter was San Diego's John Walton, who had to be rescued by the Coast Guard when his Corsair F-27 *Dynamo Hum* pitchpoled and capsized 15 miles south of Santa Rosa Island. We spoke with Walton, who ironically is the president of Corsair Marine, afterwards and found him to be quite candid and straightforward about what happened:

"It was a completely preventable thing — essentially, we ignored our own advice about when to reef. As the 'factory team' we've always felt it was our job to explore the boat's limits — and we found them this time! We'd been pushing hard, hitting speeds over 20 in about 25 knots of breeze — really fun conditions normally. The problem was the shallowness of the water there makes for really steep, short, irregular waves. But we were in the middle of dinner, with only five more miles to go — about 20 minutes at those speeds — until we'd get into the lee of the island. . .

"We drove into the back of the wave in front of us so violently that we buried the boat up to the companionway hatch. The boat did a nose stand, and I remember seeing the foot of the spinnaker in the water. The next wave broke over us and sent the boat over on its side, and then, very gently, it rolled all the way over. We opened the emergency hatch up, got out the handheld radio, the EPIRB and some flares and waited for the Coast Guard. After about three hours an 83-footer showed up and took the three of us off the boat and into Santa Barbara. Despite the darkness, it was a textbook rescue, really rather undramatic."

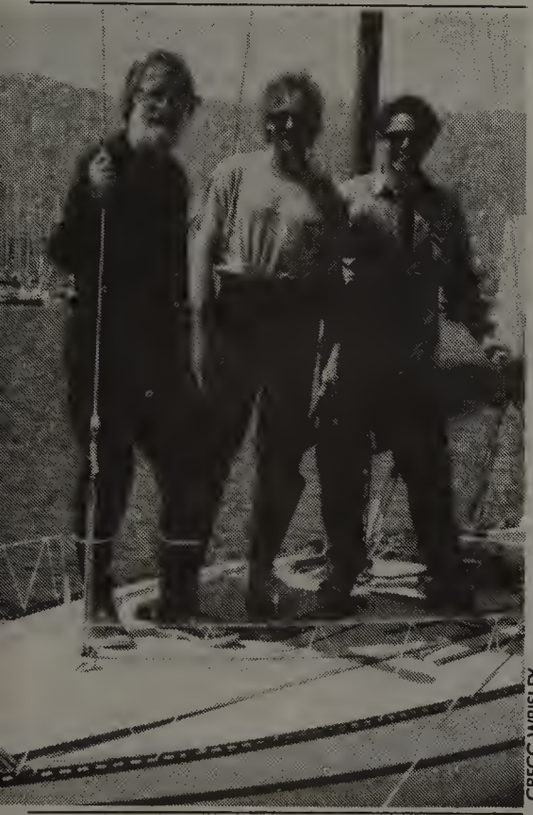
Two days later, Walton chartered a fishing boat, and with help from a buddy in a small plane, located *Dynamo Hum* some 40 miles south of where she augered in. They folded up one of the pontoons, righted the boat and towed it back to Santa Barbara — two weekends later, she was 'humming' around the race course again. "The boat's fine," said John, who noted that this was only the second capsize ever of the 340 F-27s built to date. "But our faces still hurt from scraping the egg off! It was embarrassing, and I regret wasting the taxpayer's money spent rescuing us. We learned two things the hard way: one, don't ignore your own recommendations, and two, that for a properly prepared crew, flipping one of these things needn't be a life-threatening thing."

The race produced lots of other good war stories, too: the Farr 40 *White Knight* rounded down the first night, splitting their mainsail and blowing up the kite. The crew sewed up their main the next day, setting a

1992 Encinal-Santa Barbara Race

Div	Fleet	Boat	Type	Owner	Elapsed	Corrected
DIVISION A (135 and under)						
1	14	*Zephyros*	Olson 30	Dave Oliver	46:46:38	39:23:26
2	22	*Liquid Gait*	Olson 30	Jack Easterday	48:21:33	40:58:21
3	23	*Condor*	C&C 40	Mario Sepulveda	48:59:07	40:58:59
4	25	*Free Spirit*	Express 37	Andy Rothman	47:15:36	41:24:44
5	27	*Midnight Express*	J/105	Allan Bray	47:47:13	42:14:49
6	29	*InfraRed*	Davidson 44	Craig Sharrow	48:46:03	42:41:20
7	31	*C Ro Mar*	Beneteau 42	Marty Christenson	49:50:13	44:03:58
8	34	*Etosha*	Adler 60	B. Cranmer-Brown	48:07:29	46:44:23
DIVISION B (MORA, light)						
1	1	*Special Edition*	Wilderness 30	Eric Sultan	41:51:33	34:00:39
2	5	*Sparrow Hawk*	Moore 24	Roger Heath	47:54:59	35:54:47
3	7	*Moonshine*	Custom 26	Bill Erkelens	48:40:33	36:46:24
4	11	*Tsiris*	Olson 29	Dan Nitake	45:30:03	38:20:42
5	16	*Michegaas*	Soverel 30	Joe Greenblatt	50:07:36	39:42:21
6	17	*Red Stripe*	Sonoma 30	Buz Sanders	48:10:36	39:52:00
7	18	*Curlew*	Ross 930	Larry Olsen	48:05:38	40:14:44
8	24	*Sparky*	Custom Mull 30	Bill McCluen	46:26:41	41:03:31
9	32	*Ladyhawke*	Moore 24	Dan Buhler	56:11:12	44:11:00
DIVISION C (Express 27)						
1	2	*Abigail Morgan*	Express 27	Ron & Laura Kell	44:21:45	34:40:03
2	4	*Moonlight*	Express 27	Franklin/Schumacher	45:32:49	35:51:07
3	6	*Elan*	Express 27	Steve Lake	46:27:00	36:45:18
4	10	*Locomotion*	Express 27	Radcliffe/Amen	47:22:51	37:41:09
–	—	*Peaches*	Express 27	Tom Martin	DNF	DNF
DIVISION D (135 and above)						
1	19	*Constellation*	Wylie 33	Tom Krase	52:05:21	40:28:14
2	21	*Nichole*	Orion 35	Jim Dupuis	52:50:10	40:49:58
3	26	*Numerator*	Fast 345	Dennis Albright	52:08:43	41:45:28
4	28	*Lady Luck*	C&C 33	Ed Milano	53:38:28	42:24:26
DIVISION E (MORA, heavy)						
1	3	*Roadhouse Blues*	J/24	Bentsen/Boshma	49:04:10	35:27:01
2	8	*Take Off*	Laser 28	Ron Byrne	47:38:13	37:19:35
3	12	*Fat Cat*	Catalina 30	Seth Bailey	54:06:23	39:15:22
4	13	*Freewind*	Cal 9.2	Don Lessley	52:03:11	39:21:26
5	15	*Culo Bagnato*	Cal 20	Mike Warren	60:20:56	39:29:49
6	20	*North Mist*	Catalina 30	Jim Aton	55:26:28	40:35:27
–	—	*Perezoso*	Excalibur 26	Jeff Nehms	DNF	DNF
DIVISION F (Non-Spinnaker)						
1	9	*Moonshadow*	Morgan 38	Jack Scuillon	48:57:07	37:33:51
2	30	*Hye Time*	Hunter 45	Isaacs/Welderman	50:13:03	44:03:43
3	33	*Andante*	Isl. Packet 38	Dave & Kim Jones	58:37:52	46:28:26
–	—	*Terne*	Ericson 35	Al Velez	DNF	DNF
–	—	*Tempus Fugit*	Catalina 30	Tom Head	DNF	DNF

#3 jib in its place to maintain the boat's balance. . . The SC 50 *Bay Wolf* also performed a pair of death rolls, the first of which broke their spinnaker pole. . . Five boats besides *Dynamo Hum* didn't finish: *Terminator* broke its old-style aluminum



GREGG WRISLEY

Roger Heath, left, and the two-man crew of his Moore 24 'Sparrow Hawk' finished second in class, beating a sistership by nine hours!

headfoil at the feeder moments into the race (the luff wire of the #2 jib absorbed the load and the rig stayed up); *Contenta* quit in frustration as the current swept them two miles past the finish; *Braketime* and *Main Course* pulled into Morro Bay with crews that apparently had reached their limits; likewise *Antara*, with an all-female crew, withdrew into Santa Barbara.

Post-race festivities were quiet, to say the least. There was the obligatory golf tournament (a MYCO team took it), the pool tournament (a guy off *Contenta* won) and the homeward bound race (*Spectre* beat six other boats), but on the whole, Avalon was a ghost town compared to past years. Santa Barbara racers Billy and Melinda Erkelens ferried over to Catalina to do the double party circuit, and were disappointed. "Remember how you used to be able to go to any bar in town, and you'd run into other sailors?" said Bill. "This time it was hard to even find anyone who did the race."

But that was then, and this is now. Times have changed, and so has ocean racing. Now — and for the foreseeable future — instead of one big Fourth of July coastal race, we have two smaller ones. Each has its own appeal, each is excellent in its own way, and each will probably survive just fine despite the other. Who knows, it's possible that the head-to-head competition for entries will make each race even better in the future.

Still, we have lots of nagging questions, such as do we really need two concurrent coastal races? Aren't there too many races already? Should the two races merge, offering 'divisions' for Catalina and Santa Barbara — yet share the same race seminars, *bon voyage* parties and starting line? Why are ocean races getting shorter every few years? Why don't they move the finish lines to where there is more wind?

All valid questions, as may be the one posed by a popular beer commercial: why ask why?

— latitude/*rkm*

1992 Oakland-Catalina Race

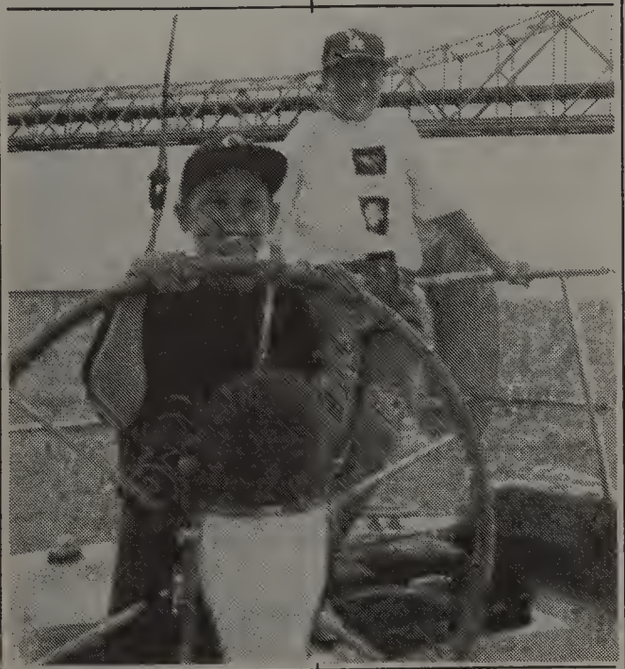
Boat	Type	Owner	Elapsed	Corrected
MacGREGOR 65				
1. *Zeus*	MacGregor 65	Hal Nelson	44:11:16	45:51:16
2. *Titan*	MacGregor 65	John Cooper	49:24:33	49:17:53
MULTIHULL				
1. *Defiance*	Cross 46	Bill Maudru	39:18:00	44:18:00
2. *Bad Boy*	Corsair F-27	Helms/Green/Ropers	53:21:02	51:07:42
– *Dynamo Hum*	Corsair F-27	John Walton	DNF	DNF
MASTER MARINER				
1. *Sally*	10 Meter	C.F. Koehler	53:56:01	53:56:01
NON-SPINNAKER				
1. *Finale II*	Sabre 42	Alex Finlay	57:32:10	47:12:10
2. *Regardless*	Tartan 41	Herman Trutner	60:08:39	48:48:39
3. *Sails Force*	Morgan 41	Robert Barton	81:01:04	59:21:04
4. *Intrepid III*	Cal 2-46	Ronald Barret	81:34:18	64:14:18
5. *Bre 3*	Sabre 34	Utkan Salman	80:37:40	64:57:40
6. *Grey Fox*	C&C 36	Dale Tores	80:55:27	65:35:27
7. *Wild Type*	Ericson 38	John Pohle	78:49:08	65:49:08
8. *Wave Walker*	Ericson 38	Myron Eisenzimmer	80:54:30	67:54:30
9. *Santiago*	Ericson 38	Jim Conklin	81:15:39	68:15:39
10. *Cavu II*	C&C 37	Brian Deans	80:47:13	68:27:13
11. *Mystique*	Alden 50	Ted & Shari Alcorn	120:33:11	104:33:11
– *Braketime*	Yorktown 39	M.P. Cehand	DNF	DNF
– *Contenta*	Lapworth 40	Chuck Levdar	DNF	DNF
– *Main Course*	TransPac 58	Patrick Coggins	DNF	DNF
PHRF-1				
1. *Red Hawk*	SC 40	Lou Pamblanco	51:25:25	46:05:25
2. *Outrageous*	Olson 40	Rick Linkemyer	54:47:35	49:27:35
3. *Bay Wolf*	SC 50	Kurt & Jocelyn Wilson	50:49:30	49:29:30
4. *H-Bee*	Humboldt 30	Leo Fredrickson	67:25:30	56:45:30
5. *My Rubber Ducky*	Hobie 33	Lee Garami	67:37:33	57:37:33
6. *Tsunami*	Olson 30	Hall & Haase	76:00:44	65:20:44
PHRF-2				
1. *Jarlen*	J/35	Bob Bloom	50:20:23	42:00:23
2. *Esprit*	J/35	Charlie Kuhn/Tim Russell	50:36:50	42:16:50
3. *White Knight*	Farr 40	Phil Friedman	56:15:36	48:55:36
4. *Blade Runner*	Express 37	Mick Shiens	56:58:42	48:58:42
5. *Rascallion*	Baltic 51	Jim Starr	56:33:46	51:53:46
6. *Quamichan*	Davidson 44	Wm. & Peter Clark	65:20:36	58:20:36
– *Terminator*	Peterson 43	Steve Sundeen	DNF	DNF
PHRF-3				
1. *Ecstasy*	Baltic 38	John Donahue	65:32:00	54:52:00
2. *Vision*	Cal 48	Joe & Jeanine Starritt	67:30:27	56:50:27
3. *Destiny*	Swan 43	Peter Bennett	67:28:53	57:28:53
4. *Caprice*	Lapworth 50	Dave Lenschmidt	69:32:50	58:52:50
PHRF-4				
1. *Breakout*	Santana 35	Hall Palmer	65:32:54	52:52:54
2. *Sceptre*	Swan 41	Robert Fort	64:56:20	52:56:20
3. *Chorus*	Kettenburg 38	Peter English	74:29:23	55:49:23
4. *Tortfeasor*	Olson 34	Jeff Rude	68:06:57	56:26:57
5. *Ruby*	Pryor/Millerick 64	Joshua Pryor	77:46:02	61:46:02
6. *Bold Lady*	Catalina 38	Bernie Partridge	74:52:53	61:52:53
– *Antara*	Cal 40	Arent Schuyler	DNF	DNF

GOOD TIMES WANDERING

"Let the good times roll," punned one of the kids as we rolled in the wake of the Vallejo ferry while sailing beneath the Richmond - San Rafael Bridge. The Wanderer, Wanderette, Wanderette Jr. (11) and Wanderer Jr. (9) were wing-and-winging it up toward the Delta July 3 aboard the Ericson 35 *Good Times II*. The latest of the Wandering family's boats, the Ericson had replaced the Wanderer's beloved Olson 30.

For excellence in design and construction as well as pure sailing fun, the Ericson couldn't touch the Olson with a maxi's penalty pole. But since kids are only kids once, there comes a time in every sailing Dad's life when he feels like exchanging the 'sports car' for the 'station wagon'. Giving up the first-to-finish guns on Friday nights and surfing down Bay chop for hanging out afloat with the kids isn't really hard to do. Ten years from now there will still be Olsons, Friday night races and Bay chop; but 10 years from now the kids won't be kids anymore.

For the current phase of the Wanderer's sailing life, the 18-year old Ericson is perfect: big cockpit, room to sleep five in reasonable comfort, decent performance, Yanmar diesel, Harken roller furling and dodger. The fact that she also has refrigeration, autopilot, tons of sails and a name that doesn't need changing are mere bonuses. And even though she was bought through a broker from an ad in *Latitude*, she was cheap — under $30,000. Benefitting from the current low interest rates, *Good Times*, a Pacific Cup veteran easily capable of cruising Mexico, cost only $50 more a month than did the less versatile Olson.



Er and Ette Jrs., the new kids on the boat.



Howard howlin' up San Pablo Bay.



Pure cane sugar from this filthy building?

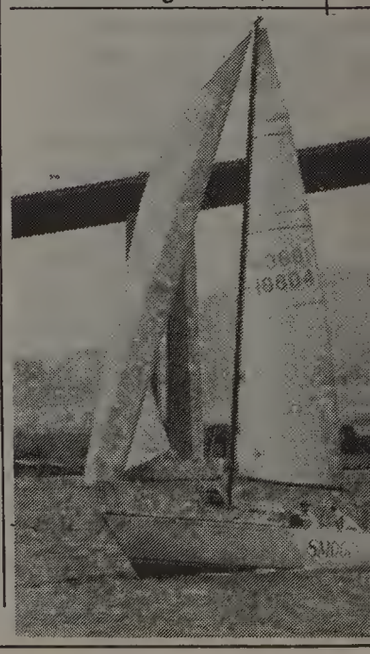
The kids were too young to remember their last Delta run and the Wanderette had never been. Their anticipation centered around the thought of seeing someplace new, fishing, swimming, catching crawdads — and above all, seeing the 4th of July fireworks extravaganza Conrad Hilton puts on each year at Mandeville Cut. The Wanderer had more simple interests; a warm downwind sail followed by quiet days of loafing with his kids and the woman he loves. And, not having to spend a fortune or battle holiday traffic to do it. The simple life.

Packing and provisioning for the trip was painless: sleeping bags and pillows, some food and drinks, the BBQ and a couple of books. Oh yeah, and the crawdad trap. Having read in one guide book that you can catch as many as 50 crawdads a night, the Wanderette and Wandering juniors were nearly aglow with excitment. The kids wanted to catch them, the Wanderette wanted to feast, *a la* James Beard, on the Delta delicacy.

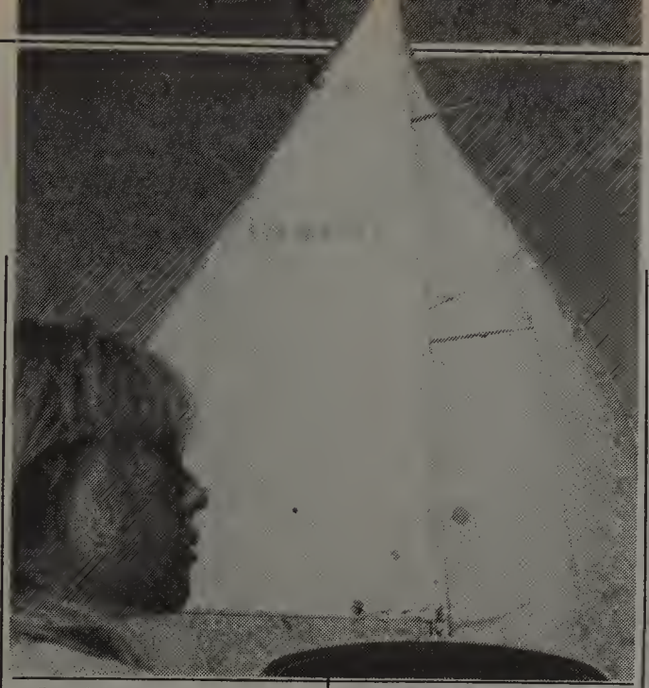
"Go with the flow" is the motto of all good family sailing vacations. For most Delta-bound sailors, this means consulting the tide book with the intensity Nancy Reagan reserved for astrologers. And no wonder; catch the 'Smogen' smokin' past the Antioch bridge.

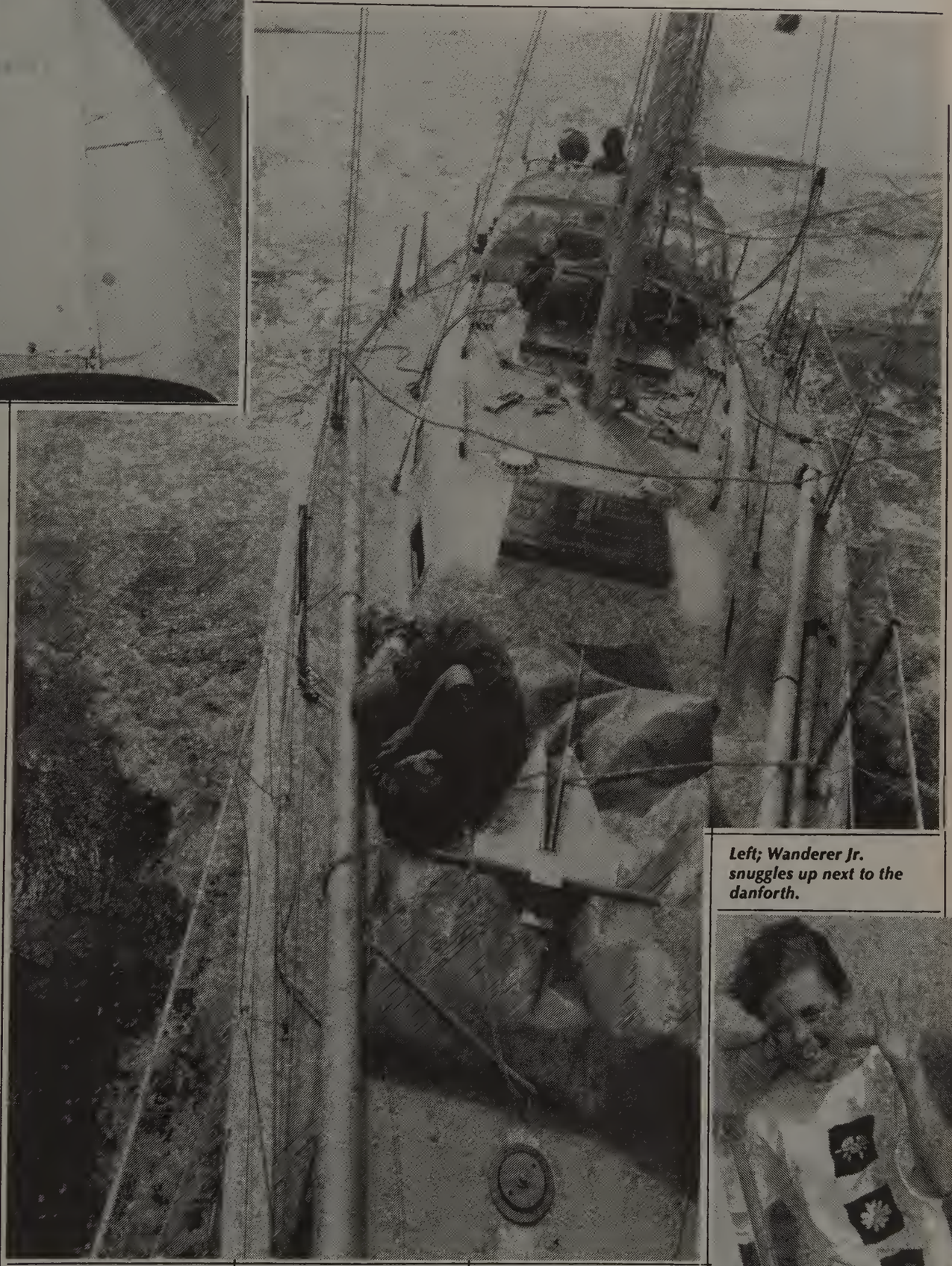


A Freeport 36 headed for Delta freedom.



'Smogen' smokin' past the Antioch bridge.





flood at the right time and you can nearly double your speed over the bottom all the way from Alcatraz to Antioch.

Going with the flow has an entire different 'going up river' meaning for the Wanderer, however. No matter how hard the Wanderer had thunk in the past, no matter how many times he'd checked and rechecked the tide tables, it's always ebbed when he had calculated it was supposed to flood and flooded when he determined it was supposed to ebb. For the Wanderer, 'going with the flow' means just throwing off the dock lines and heading up river. By ignoring the tide book, the Wanderer figures he's at least got a 50% chance of catching the flood on the way up.

Left; Wanderer Jr. snuggles up next to the danforth.

Above; Wanderette Jr. lounging on the bow pulpit. She's wearing one of the new invisible lifejackets.

It would be a lie to claim that the river or even Delta scenery is breathtaking. Postcards of railroad bridges, chemical plants, mothball fleets, oil refineries, crumbling docks, exploding subdivisons and levees have never been big sellers. Mt. Diablo, the golden hills and the big blue sky are pleasing to be sure, but not spectacular.

But there are bright spots in that sailing up the Delta is a little like sailing to Hawaii: the further you go, the less clouds there are, the warmer the breeze and the further aft the wind.

There are major surprises in any sailng adventure, and the big one on this Delta run was that the Wanderer had stumbled in with a powerful flood. Only 2:30 when the *Good Times* pulled abeam of the planned first night destination of Benicia, there was no point in

GOOD TIMES



It's hard to get bored, even without all the toys.



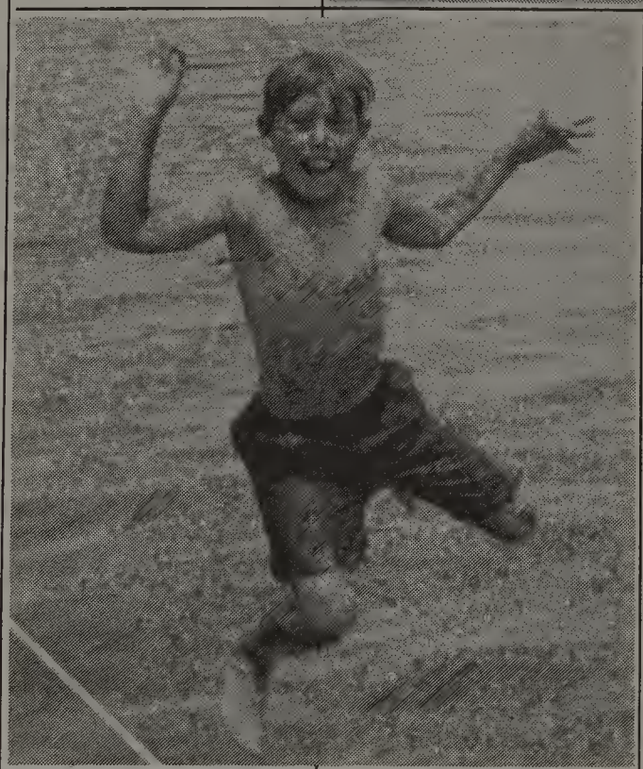
stars above. The Delta is one of the few places in California where it's still easy to be alone. No traffic, no television, no newspapers, no pavement, no politicans, no telephone poles, no riots — it has just about everything one could wish for.

From then on, the days blended one into the other, spiced with all kinds of activities: swimming, hiking, wrestling, fishing, reading, hugging, playing cards, rowing, BBQ-ing, setting and striking the awning, setting twin anchors and wrapping the rodes around the keel and rudder, wearing out wrists waving to exhuberant congenial mariners, powering over sand-bars, and purchasing propane from Tower Park at a price that would make a Tahitian blush.

Certainly the highlight was Conrad Hilton's fireworks. The Wanderer knows they were great because he was told so by the Wanderette, Wanderette Jr. and Wanderer Jr., each one of them a self-certified connoisseur. "The ones that looked like palm trees were the best," advised the Wanderer Jr.

It was an educational trip, too, as the Wanderers finally got the joke about Delta crawdads. Like the Colorado Jackalo, that fabled cross between a jack rabbit and buffalo, Delta crawdads exist only in the minds of putting an end to a good thing. By 6:00 the she was close reaching at hull speed across Fisherman's Cut, and an hour later the Wanderette Jr. had proved herself a budding river rat by acrobatically swinging off the bow pulpit and onto shore where she tied a bow line around a tree.

The good and swift trip was followed by cocktails, burgers from the Q, listening to the warm wind roar through the trees and gazing at the millions of



That old leap of faith.

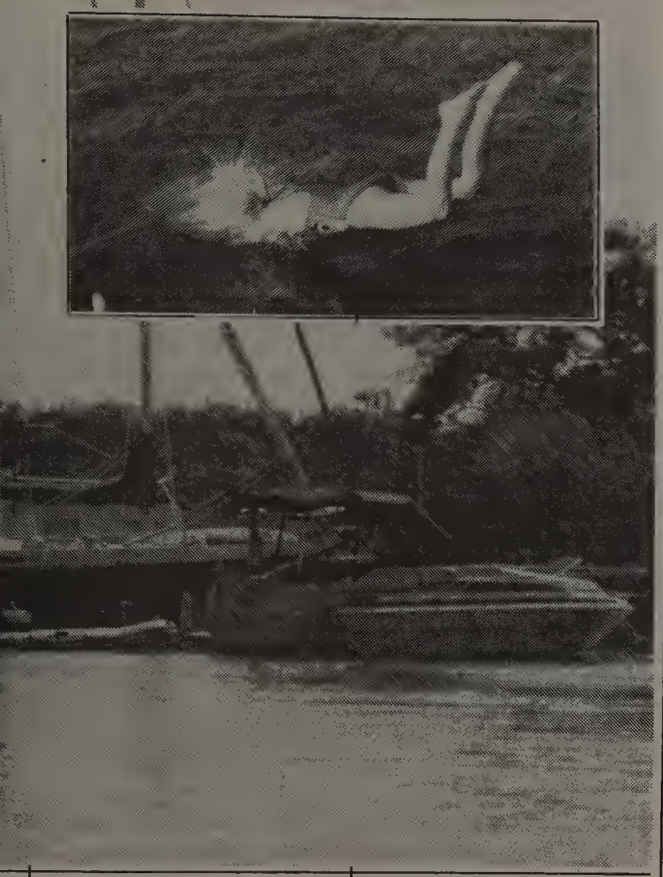


It's 4:00 p.m. just past Antioch. No wind, no chop, no nothing.

All the way from San Francisco?



WANDERING THE DELTA



Little Potato Slough is a favorite with sailors and swimmers.

Delta pranksters. We know because we tried all kinds of 'sure thing' baits in all different kinds of locations. We caught nothing but Delta silt and old branches.

Be that as it may, the days passed with such likeable langor that when the time came to return home to work, it was ignored. Sure, there was work to be done at the office. Hell, there will *always* be work to be done at the office. Having good times with the wife and kids is more rare, something not to let slip away.

Actually the Wandering family never did decide to come home, we just went with the flow. Blistering hot and dead calm at noon at Terminous one afternoon, the Wanderer thought that given the benign conditions, it would be a good idea to work back in the general direction of the Lower Delta. When we got to Fisherman's Cut by mid-afternoon, it was ebbing pretty good and — swear on a stack of bibles — there wasn't so much as a breath of wind or ripple on the surface of the San Joaquin. Having never seen such advantageous conditions, the Wanderers went with them.

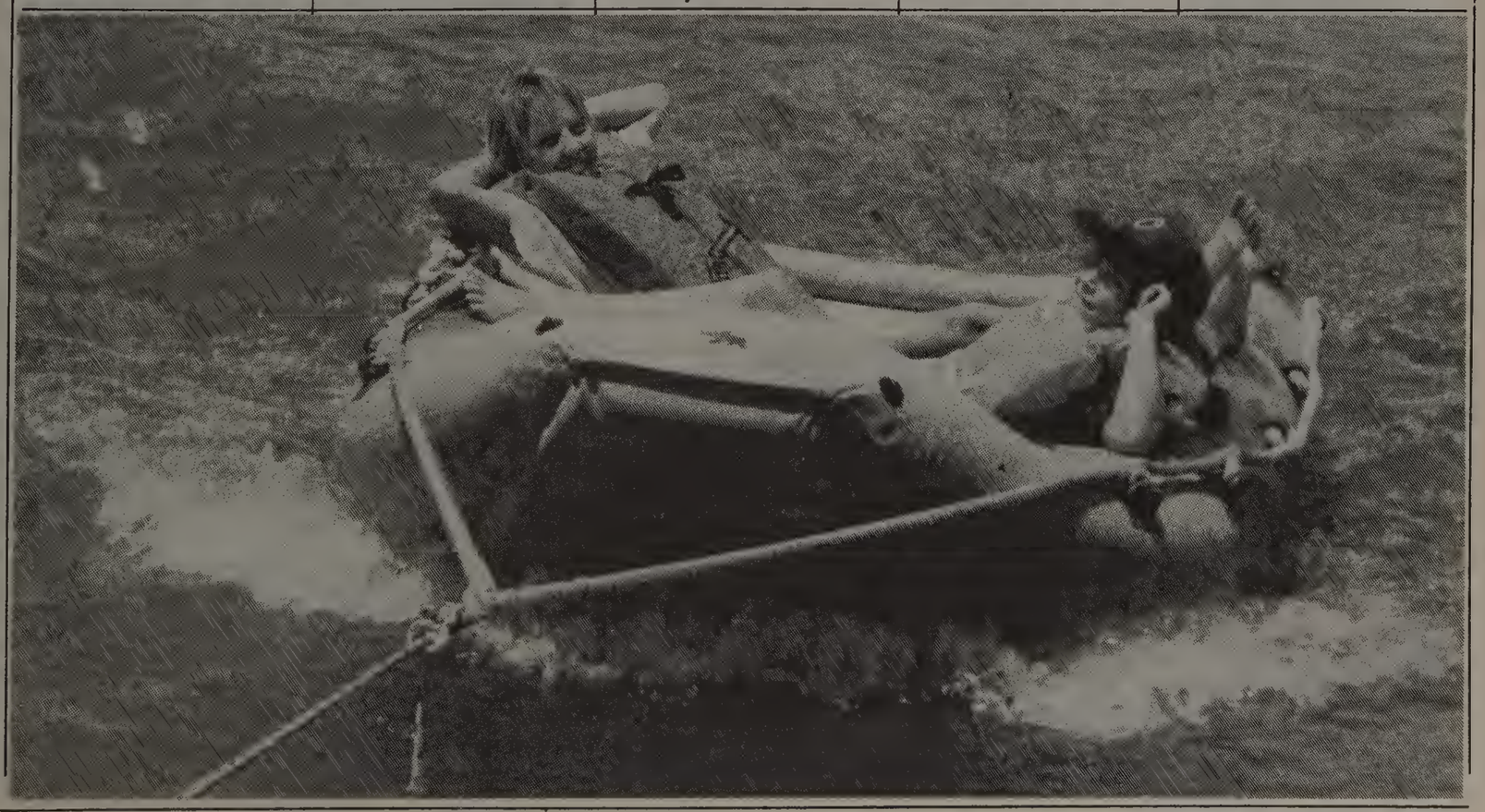
A ship of their own.



The Delta means fresh water swimming.

The water was still flat and the wind gentle and warm when *Good Times* reached Middle Ground and the tide turned. When the question became fight the flood or go back to Pittsburg with the flow, the decision was easy. There are plenty of available guest slips at Pittsburg and the price is right. "Nine dollars a night — for the *whole* boat?!"

Once a thriving little city, Pittsburg went bust. The entire downtown area, however, has been completely restored and prettied up in order to try to jump-start the local



GOOD TIMES WANDERING THE DELTA

economy. All they need now are businesses to occupy the renovated downtown and customers to patronize them.

Seemingly all the refurbished buildings are vacant or house businesses with few customers. The exception being the New Mecca, a decidedly strange name for a 20-year old Mexican restaurant, which is housed in an old building. Even though it was a Wednesday night in this near ghost town, people were lined up out into the street until 9:30 waiting for a table. We found the fare to be strange, but we were obviously in a minority.



These are good times to be lazin' around a boat with the kids.

Nonetheless, the four contented Wanderers walked back to the Pittsburg marina, the air warm, the sky bright with stars. It's not as beautiful as Bora Bora, food not as French as St. Barts, water not as clear as Sea of Cortez; but, it's cheap, close family fun. And that counts for a whole lot.

"Did you enjoy yourself?" the Wanderer asked the Wanderette Jr. as they sat in the cockpit enjoying a last bit of evening air before retiring.

"I sure did," she said, giving him a big hug.

"We had some good times, too," the Wanderette and Wanderer, Jr. chimed in with what has become the boat's signature joke.

There are plenty of good times waiting for all you, too. Don't miss out on them.

— latitude 38

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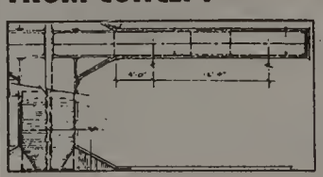
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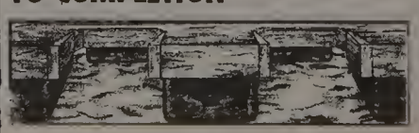


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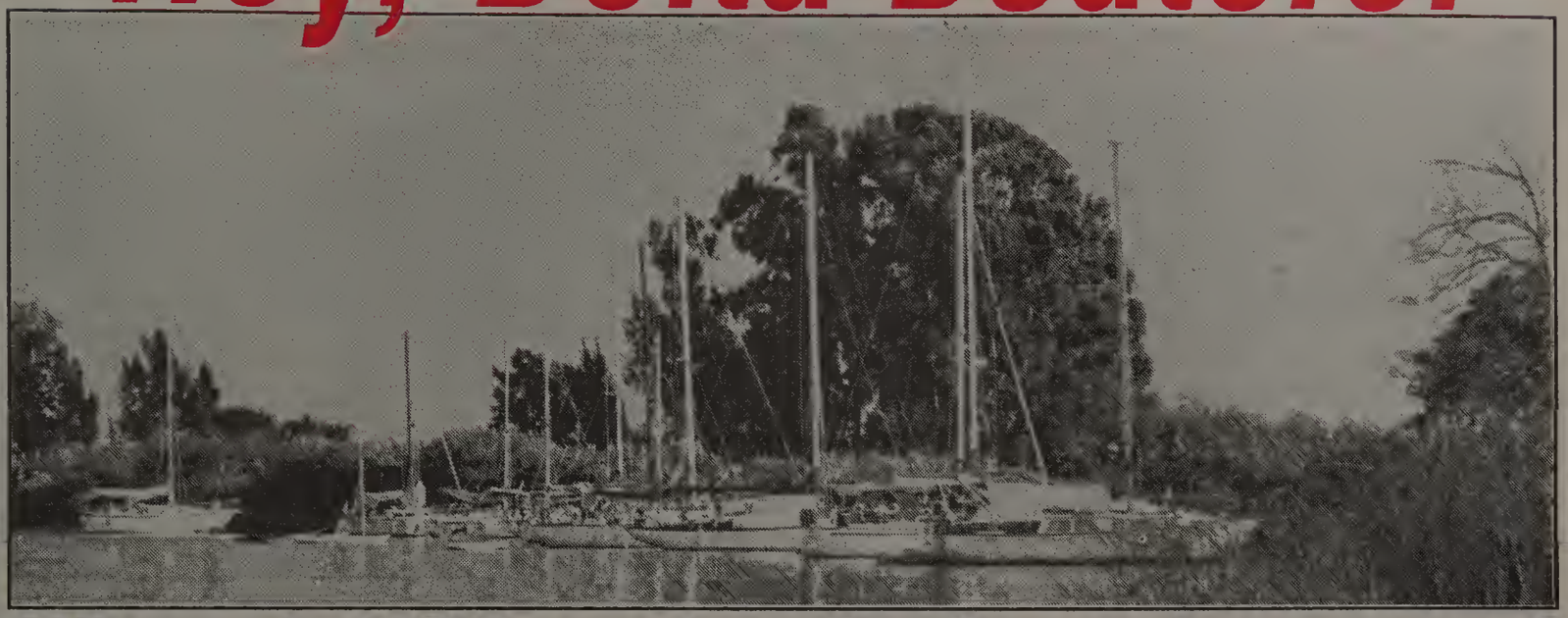
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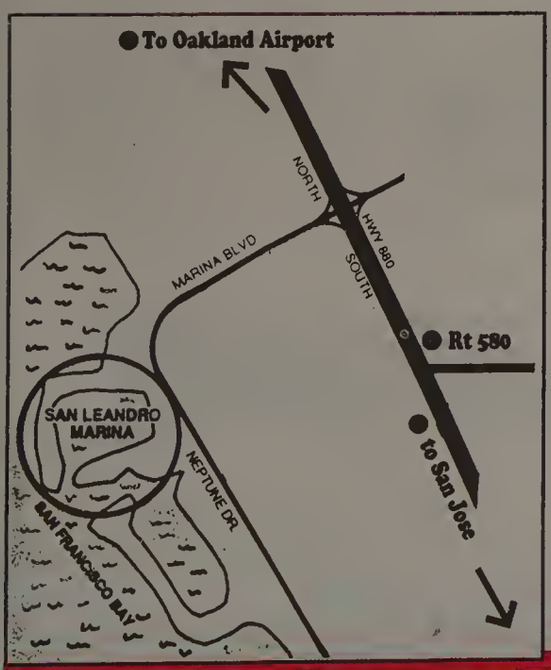
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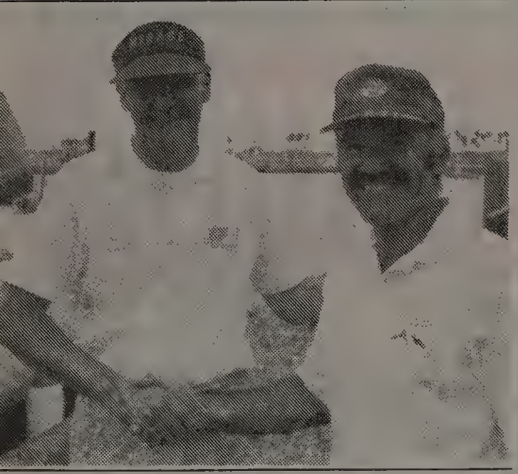
ALDO ALESSIO MEMORIAL RACE:

It was a night to remember. *Taxi Dancer*'s Tom Leweck, veteran of 40 Mexican races and 6 TransPacs, claimed he'd never seen anything like it: "It was probably the wildest 12 hours of sailing I've ever done." *Blondie*'s Dave Ullman: "Imagine the carnage if this had been an Ensenada Race, or any other Mom and Pop race. The freeway would be littered with bodies!" *Cheetah*'s Jay Nelson: "I saw the biggest wave I've ever seen in California." *Starship*'s Mike Elias: "The only race that comes close was the '87 Newport-Cabo Race on *Rags*!" Elizabeth Ryley of *Mirage*, age 15: "It was really scary! I thought to myself, 'I can't die yet — I'm not even in college!'"

St. Francis YC's inaugural Aldo Alessio Memorial Race, a 375-mile drag race down to Long Beach for sleds and Cruz 50s, was a real adrenalin pumper — at least on the top three quarters of the course. Sixteen boats — fortunately all grand prix efforts, given the gnarly conditions — sailed out the Gate at 11 a.m. on Thursday, July 23. Two of them — *Kathmandu* and *Victoria* — didn't finish, and no one escaped unscathed.

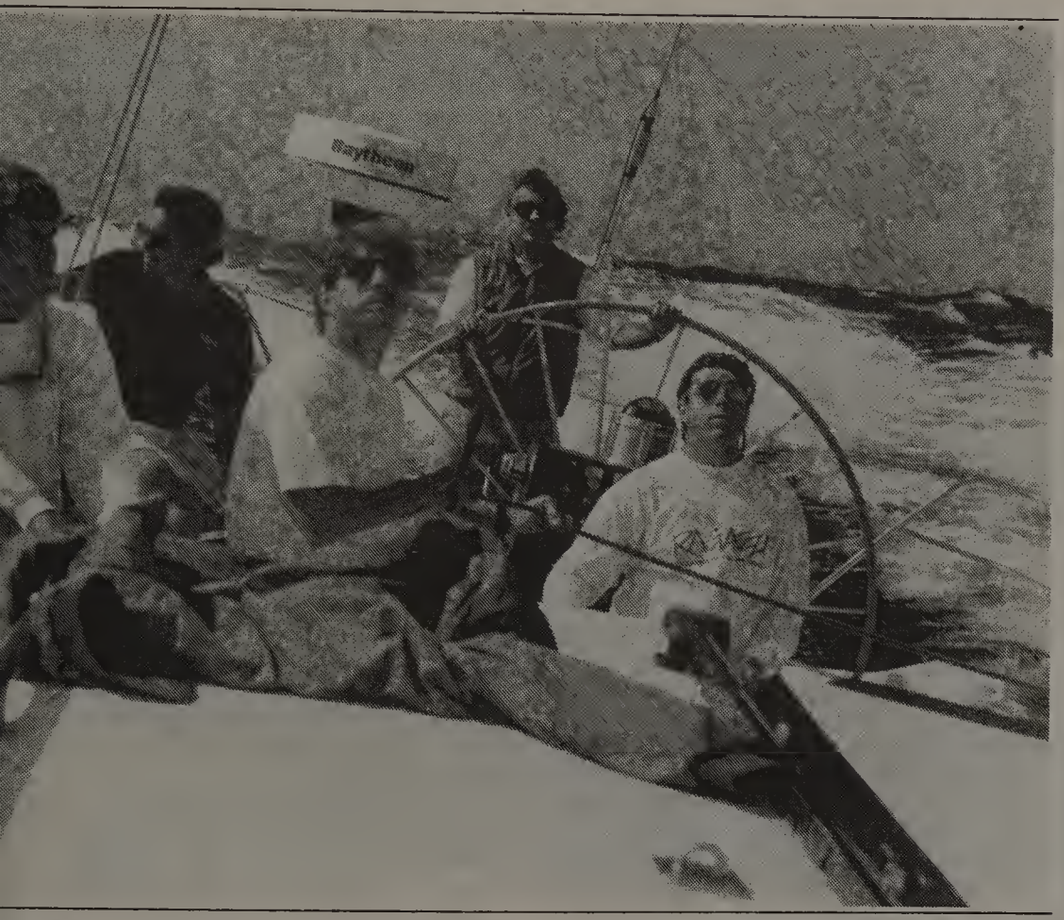
By dinnertime, winds had built to 30 knots and were gusting higher — a harbinger of things to come. Even before the lights went out, Mike Campbell's new Andrews 70 *Victoria* blew her rig out in a 20-knot rounddown. Fortunately, the crew — which included designer Alan Andrews and *Camouflage*'s Al Schultz, who's rumored to be shopping for a sled — was fine, though over $100,000 of spars, cobalt rigging, instruments and sails had to be jettisoned before they could motor into Monterey.

By darkness, the fleet was south of Pt. Sur, with most boats surfing in the high teens and occasionally planing in the low 20s. The farther offshore you went, the hairier it got: *Cheval*, the outside boat, claimed some particularly impressive numbers. "We saw a 46 knot puff, hit a top speed of 30 knots and showed 368 miles on the log after 24 hours," reported Mike Howard. *Cheval*'s instruments might have been a tad optimistic, as other



Division winners Jim Ryley (left) and Gene Twiner. Both are confessed "child abusers."





The agony and ecstasy of ocean racing. Spread, 'Victoria' after the fall. Above, 'Blondie' doing the wild thing.

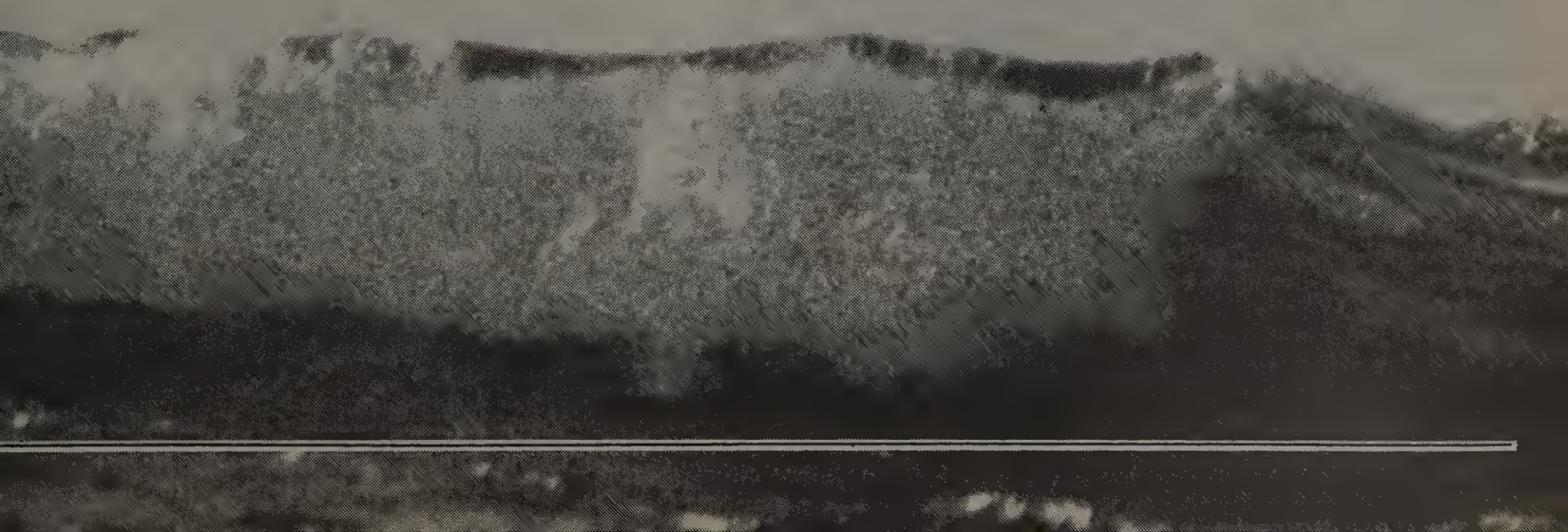
boats in the vicinity never saw numbers that high: *Mirage* "only" hit 27; *Taxi Dancer* topped out at 25.

"It definitely pegged the fun-meter as well," claimed Leweck, who also expressed concern that people didn't take the situation seriously enough. "No one rigged chicken stays, hardly anyone put on harnesses. . . helmsmen weren't sailing safe, and were rounding down. Everyone was treating this like a little overnight sail, when in fact this was rougher than any TransPac I've seen yet. Maybe we all need to have a little more fear!"

At sun-up, the battered fleet was off the Channel Islands, downshifting to half ounces for the final 100 miles. Damage that night included at least a dozen blown-up kites, a bunch of poles, too many afterguys and halyards to count (*Kathmandu* retired with a big fuzzball of halyards jammed at the masthead), a mainsail (*Joss* finished with a #4 in its place) and fittings torn off decks. *Blondie* and *Grand Illusion* both damaged their rudder quadrants in crashes; each managed to repair them after steering with 3-foot emergency tillers for one and three hours, respectively. Everyone plowed into waves and filled their cockpits; several boats had rogue waves nail them from behind.

Even the eventual winners — Jim Ryley's SC 70 *Mirage* and Gene Twiner's SC 50 *Oaxaca* — had their share of excitement, or "child abuse" as they laughingly called it. Both owners brought along their 15-year-old children, and both kids ended up in the water during brodies. Ryley and Twiner had another thing in common — *Oaxaca* is Ryley's old boat.

For the record, the Jeff Madrigali-driven *Cheval* port-tacked the sled fleet at the start and led most of the way. *Gone With The Wind* and *Allure* were the first 50s out the Gate, only to be passed by the aggressive Seattle-based crew of *Oaxaca* as evening fell. Ironically, however, the thrills and spills of the top part of the course had no bearing on the finish. "It was three different races,"



1992 Aldo Alessio Memorial Race

Class	Fleet	Boat	Type	Skipper	Elapsed Time	Speed
DIVISION A						
1	1	*Mirage*	Santa Cruz 70	Jim Ryley	39:47:24	9.42
2	2	*Cheval*	N/M 70	Hal Ward	40:42:41	9.21
3	3	*Grand Illusion*	Santa Cruz 70	Ed McDowell	40:54:55	9.16
4	4	*Alchemy*	Andrews 70	R. & M. Compton	41:18:31	9.07
5	5	*Starship I*	N/M 70	Michael Holleran	41:22:10	9.06
6	6	*Evolution*	Santa Cruz 70	Brack Duker	41:23:47	9.05
7	7	*Taxi Dancer*	Reichel/Pugh 70	Mitch Rouse	41:33:44	9.02
8	9	*Blondie*	Santa Cruz 70	Peter Tong	41:59:27	8.93
9	10	*Cheetah*	Peterson 66	Baker/Pennington	43:13:13	8.67
10	11	*Joss*	MacGregor 65	D. & C. Daniels	51:22:07	7.30
DNF	-	*Victoria*	Andrews 70	Mike Campbell		
DNF	-	*Kathmandu*	Santa Cruz 70	Fred Kirschner		
DIVISION B						
1	8	*Oaxaca*	Santa Cruz 50	Gene Twiner	44:49:47	8.36
2	11	*Gone With The Wind*	Santa Cruz 50	Bill LeRoy	48:19:34	7.75
3	12	*Allure*	Santa Cruz 50	Chuck Jacobson	48:29:22	7.73
4	13	*Bombay Blaster*	Santa Cruz 50	Dan Nowlan	50:50:10	7.37

figured *Mirage* navigator Mark Rudiger. "You didn't want to win the first or second one." Some boats went inside all the Channel Islands (*Starship*, *Cheetah*), some shot the slot at Santa Cruz and Santa Rosa Islands (*Evolution*, *Taxi Dancer*), some took the great circle route (*Cheval* went almost to San Nicolas Island before jibing in) and most everyone else tried variations of the outside-the-islands slingshot approach. It didn't really matter.

The fleet came together again in light air 20 miles from Pt. Vicente, and two or three hours before the finish it was still anybody's race. Sensing the impending southeasterly shift, Ryley and crew — which included Skip Allan, Andre LaCour and Malcolm Parks — actually jibed *Mirage* away from the finish line towards Avalon, a gutsy move that brought them to the new wind first — and first home by an hour over Hal Ward's *Cheval*. Ed McDowell's *Grand Illusion* pulled off the comeback of the race, going from the cheap seats to third, preserving their place at the head of the sled class summer championship series.



ALL PHOTOS LATITUDE/ROB

'Grand Illusion' sorts herself out after a round-down. She broke her steering quadrant in the crash, but luckily her mast stayed up.

Had the finish been at the West End of Catalina — where it was in '89, the last time the sleds tried this — *Winterhawk*'s record of 35 hours, 11 minutes would have surely been smashed into oblivion. As it was, the finish line inside the Long Beach breakwater drew mixed reviews: "The last part of the race was a big lottery," admitted Peter Tong, owner of *Blondie* and head of the ULDB 70 Association. "Two years from now, we may want to finish somewhere else." Another issue which needs to be addressed is whether to allow top-end IMS 'renegades' like *Ragtime*, *Merlin* and *Windward Passage* to race with the sleds in this race (or the TransPac, for that matter). But that's another story.

All in all, the inaugural Alessio Race was a raging success. It was an expensive couple of days in the ocean, but no one got hurt and no one got sued (the St. Francis hasn't sponsored an ocean race since the '82 Doublehanded Farallones debacle, where — in a real travesty of justice — they were sued successfully for lending their race deck to BAMA).

And for those lucky enough to have sailed in it, "The Aldo" — as it's now affectionately known — was the ride of a lifetime, one that will surely be talked about for years to come.

— latitude/*rkm*

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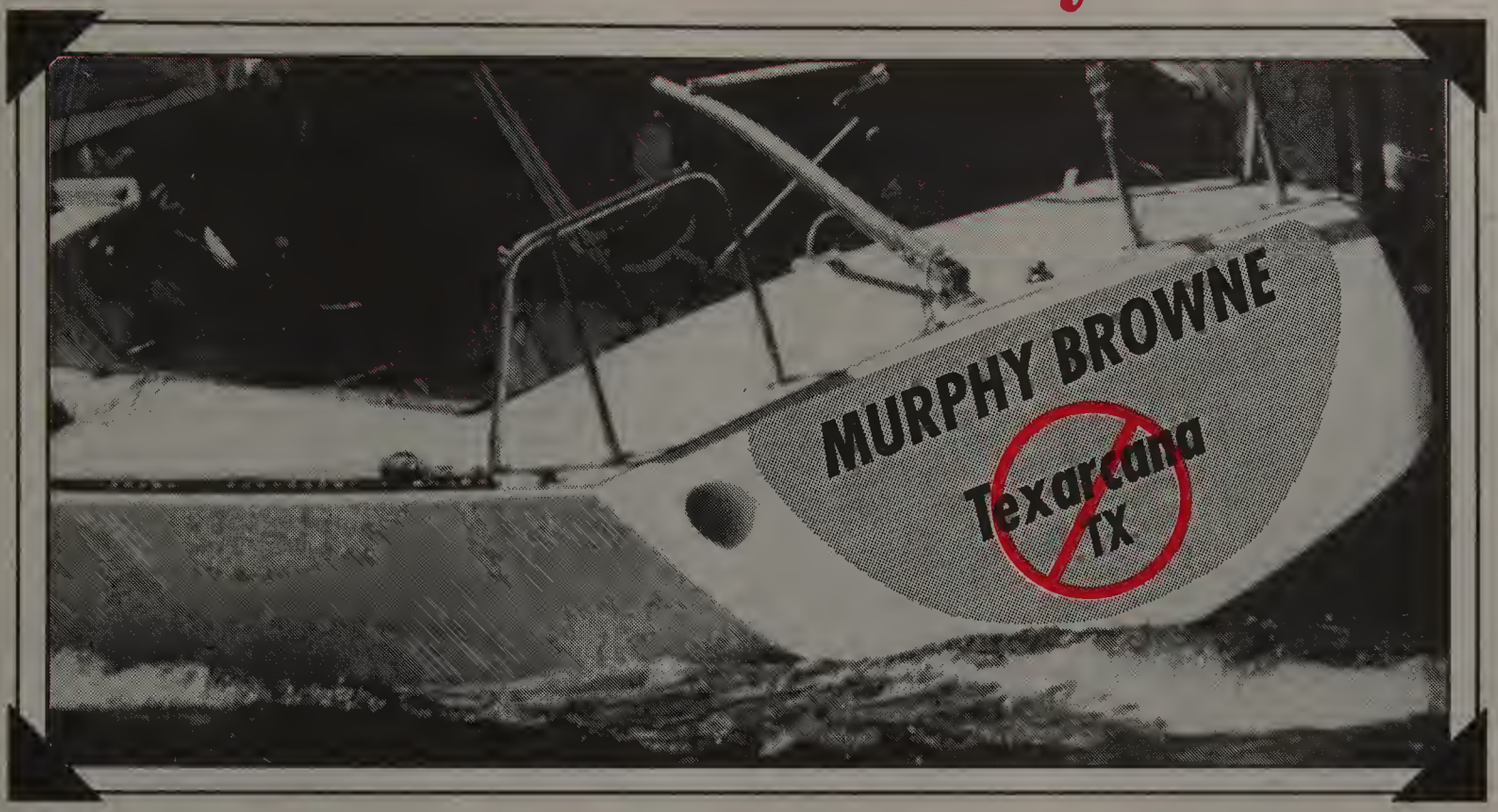
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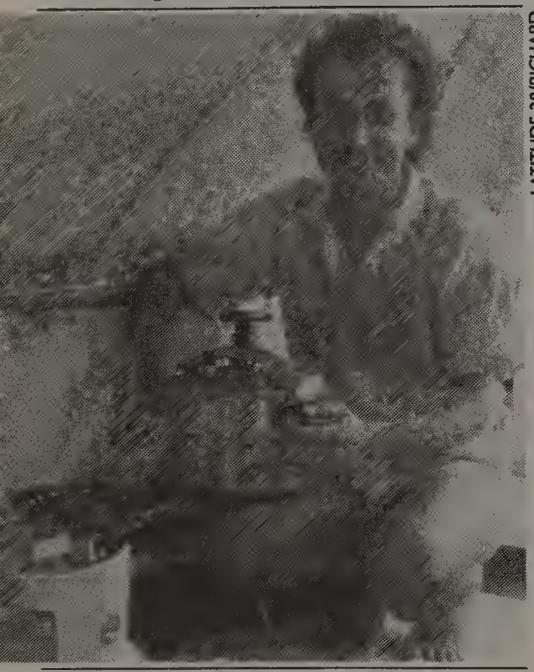
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TINY BOAT,

If less really is more, Thomas Grammatikos is cruising the world aboard a 'maxi' on mere pennies a day.

As a young boy growing up on the Greek island of Paxos, Grammatikos fell in love with sailing and the South Pacific. The sole source of his romance were the pictures he'd stumbled across in English sailing magazines. Unable to understand English at the time, he made up his own captions for the pictures. It was powerful love at first sight.



LATITUDE 38/RICHARD

Grammatikos poses in the cockpit with his 'galley'. He can carry a year's worth of provisions in his tiny cruiser.

Grammatikos' ardor for sailing didn't get much encouragement from family and friends on Paxos, where recreational sailing enjoyed zero popularity. His family, for example, were olive farmers who couldn't give a hoot for sailing. And his friends were contemptuous. "Who do you think you are, Onassis?" they would taunt.

Grammatikos certainly isn't Onassis. For one thing, he's younger and better looking. Furthermore, he's more obsessed with collecting shells than widows of American presidents, and prefers adventure to wealth. Anything but affluent, the 36-year old Grammatikos has been out cruising for 6½ years. He is currently in French Polynesia.

This cheerful and content Greek makes an excellent case for desire being the paramount quality when it comes to going cruising. Just as there are scores of people with big boats and lots of money who never go anywhere, there are numerous sailors with smally boats and tiny budgets cruising all over the world. The main difference between the two groups if the intensity of their desire.

The remarkable thing about Grammatikos is that his desire is so great and that his boat is so small. In 1982, Grammatikos bought the only boat he could afford, a 22-foot English-designed fractional rig boat that had been built in Greece. *Conqueror* resembles a narrow version of a J/24, but draws a rather deep 5 feet.

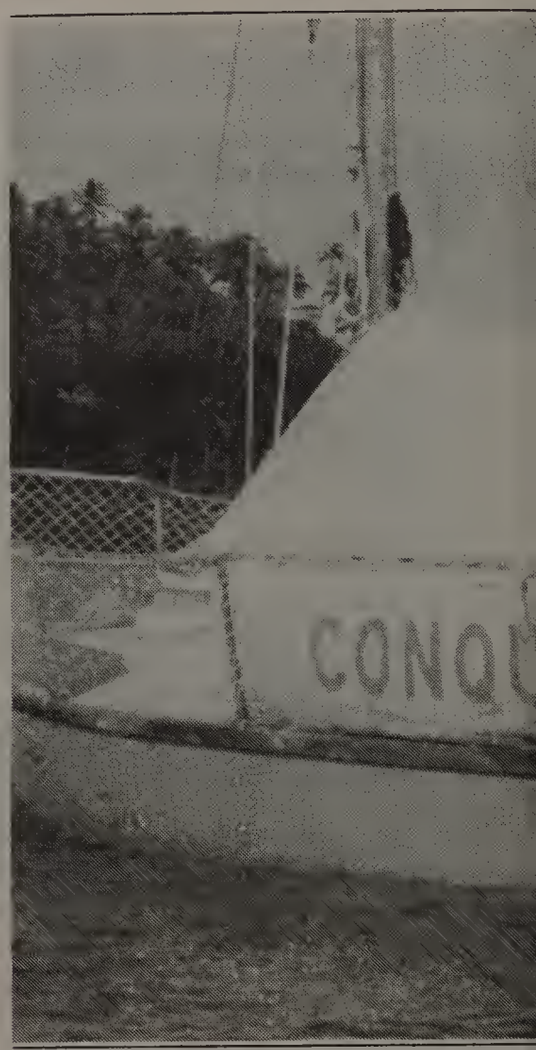
She was in bad shape at the time Grammatikos found her, but it was all for the best, because it allowed him to buy her cheap. He spent the next several years painstakingly bringing her up to oceangoing condition. With the lack of sailors in Paxos, Grammatikos had to figure out how things worked on the boat all by himself. With a lack of chandleries, he often had to have replacement parts custom-made. It was slow going.

Grammatikos left Greece in October of 1985, and since then has visited 28 countries. He initially sailed around the Med, and even took a two-year sabbatical as the paid captain aboard a German-owned 60-foot Jongert based on the Cote d'Azur. Eventually he told the surprised owner that he preferred the excitement of travelling the world in his tiny boat to the luxury of being a paid hand aboard a luxury yacht. The kindly German gave him three months to reconsider, but Grammatikos never turned back. He hasn't worked since.

Not one to rush, Grammatikos leisurely visited the islands of the eastern Atlantic, then sailed on to South America. Brazil, because of the rampant thievery, is not his favorite country. You know how completely sensitive, even while asleep, you become to sounds and motions on even a relatively large boat? Well, imagine how talented the Brazilian thieves must have been in order to rob Grammatikos not once, but three times, while he slept on board! Once they even managed to cart off with his heavy 6 h.p. outboard.

"Why didn't you shoot them?", was the reaction of the police when he reported the thefts.

"There are places in this world where life is very cheap," Grammatikos notes. He's also observed firsthand that "people are very rich in the northern part of the world and very poor in the southern part of the world."



Twenty-two feet may seem awfully small for even a singlehanded cruiser, but Grammatikos' girlfriend joined him in Brazil and the two cruised aboard *Conqueror* for the next three years. One of the first places they visited together was the Amazon River.

"We went 300 miles up the Amazon to Belem," he explains. "You can't really sail up the Amazon because there is no wind and I couldn't motor up because my outboard had been stolen. So we had no choice but to ride up with the tide. That meant anchoring during the ebb and drifting inland with the flood."

It was exciting stuff, as they had no steerage and would be helplessly driven up on sandbars or into snags. Because the Amazon is so muddy, they often weren't aware of the dangers until they slammed into them.

Although Grammatikos says his little boat can't sail to weather in more than 15 knots of

Grammatikos prefers the adventure of sailing the world aboard his tiny boat to the luxury of being a paid captain in the Med.



LATITUDE 38/RICHARD

It takes a big man to cruise a small boat. The adventurous Greek has been at it for more than six years, half the time with his girlfriend aboard.

wind, he's nonetheless managed to cover lots of ground. In a three-year period, for instance, he visited much of the Caribbean and got as far north as Tampa, Florida. He remembers the Americans he met as being very friendly — especially those at a yacht club in Tampa. "The club members let me use a berth for almost nothing, and I was able to haul and paint my bottom there for very little money."

One of the problems with the Caribbean for a cruiser travelling on an extreme budget is that there are so many countries, for each new country means new fees and permits have to be paid for. Grammatikos eventually became so frustrated with all the fees that he became a "pirata".

"Every country and even many of the individual ports have their hand out for money. It became too much. Besides, it's not fair I should that such a tiny boat as mine should have to pay as much as very large boats. So I just stopped checking in. In fact, the last time I checked in anywhere was four years ago."

His boat may be small, but the canary-yellow topsides aren't much camouflage. Even so, this 'pirate' has yet to be caught. Much of it can be attributed to the fact that he prefers to "anchor in the loneliest places I can find".

Make no mistake, there are sacrifices that have to be made in order to cruise on a very small boat and a very small budget. We rowed over to Grammatikos' boat one morning at Bora Bora and asked him if he'd like to join us for an omelette, toast and fruit aboard our 45-footer. He thought for several moments before accepting. "I was just making my usual breakfast of crackers and water," he later explained, "and I had to make sure your breakfast wouldn't spoil me for my usual fare."

Grammatikos' usual fare is so basic that he and his girlfriend could easily provision the boat for a year at a time. "All you really need is some cooking oil, rice, flour and some spices and flavorings. I supplement this diet with the fish that I catch and the fruits that I find growing wild. Since I prefer the loneliest spots and like to comb the reefs at night, I've become something of an expert at spearfishing. So I never lack for food. For one who survives on so little money, I've eaten plenty of lobster," he laughs.

Trim but not gaunt, Grammatikos shows no signs of being malnourished or underfed.

There is no fancy stove or BBQ on *Conqueror*. Grammatikos cooks on a single burner that is mounted directly atop a 5-gallon propane tank. When he wants to bake a cake, he mixes a little oil, flour and vanilla, puts it in a small pan, which goes into a pressure cooker. The cake is then baked on the one burner. He served us some cake he'd made the night before. While not moist enough to send Betty Crocker into ecstacy, it was quite satisfactory.

The glaring piece of modern technology aboard *Conqueror* is a PowerSurvivor 35 watermaker that operates on 12 volts. The battery power comes from a wind generator that tops off his two batteries. While the watermaker insures that Grammatikos has water, that most crucial of human needs, he's also become adept at collecting rainwater in his awning.



LATITUDE 38/RICHARD

The Wanderette and Grammatikos, under the big top checking out the cockpit layout.

Given that he's circumnavigating on just a 22-foot boat, the last thing you'd expect

TINY BOAT, GIANT CRUISE

Grammatikos to be is a collector, but that's just what he's become. "Ever since Panama, I've become a shell collector. Not the casual beach-combing type of shell collector, but the crazy obsessive type. I anchor in remote places and then dive for shells, often at night. It's the only way to get the rare ones."

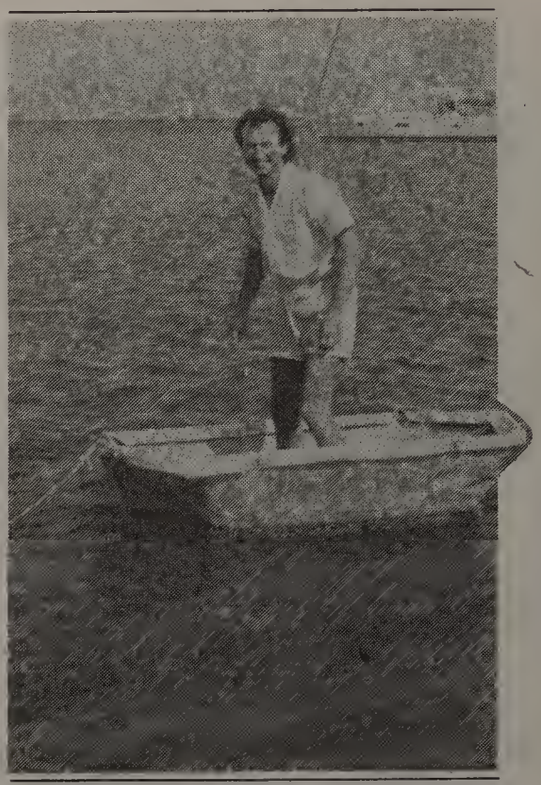
Although hard to believe, Grammatikos keeps his entire collection — which includes specimens of over 500 species — onboard. And, the lye, alcohol and dental tools necessary to clean them.

"It often takes three or four hours with a dental tool to clean just one shell," he explains. "Usually I'll get very heavily into shelling for a couple of weeks, then I'll stop altogether for a month or two. It's not something I do all the time."

It's only natural to wonder how safe it is to cruise the ocean aboard a 22-foot boat that can't effectively sail to weather in more than a modest breeze. Certainly there's a wave that could spell the end for this little boat, but she's not met it yet. There have, however, been some close calls.

The worst weather Grammatikos has experienced was way back in 1985, two months into his cruise when he was still learning how to sail. "I was on my way from Sardinia to the Balearics in November and it blew 60 knots for several days. It was very, very rough — the worst weather I've had to date."

He also had a bad time when he was hit by a Saharan windstorm halfway between the Canary Islands and the Cape Verdes. "There were strong winds, high waves — and lots of blowing sand. I had to hand-steer for 48 hours straight, running with it. I couldn't look back or breathe because the wind was so strong and there was so much sand in it. Several times I put the top of the mast in the water, but each time she came back up. When the wind died, the decks were caked with mud. It was a catastrophe!"



Thomas' dinghy is made of fabric over an aluminum frame. It doesn't row too well, not with the one oar he has.

He even had some bad weather in the Pacific:

"The last six days before arriving in the Marquesas were also unpleasant, and it was the last straw for my girlfriend. 'You lied', she said to me, 'you told me this was the Pacific.' She couldn't take the lack of space or money any longer, so she went home. But remember, she had sailed with me for three years."

While the wandering Greek has had spells of bad weather, it's rarely been a serious concern — especially in the Pacific. "From October to February, there's very little wind down here," he says. "In fact, I haven't reefed once in the last six months!"

As small and loaded down as *Conqueror* is, Grammatikos is justifiably proud of her sailing ability. "I made it from Costa Rica to the Galapagos in 14 days and from the Galapagos to the Marquesas in 28 days," he says. "But I push her hard, setting the spinnaker as often as I can." One can only wonder what happens to the shell collection during a round up.

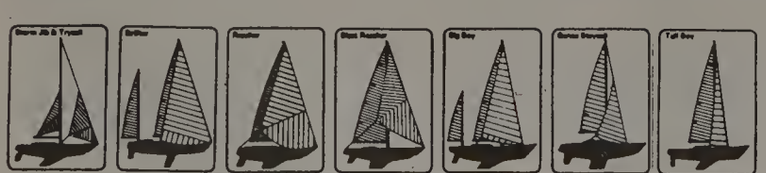
The obvious question is, does he wish he had a larger boat?

"No," Grammatikos says, "not at all. I do wish, however, that I had a boat that didn't draw so much. When I finish this trip in another couple of years, I plan to build a trimaran so I can get in all the shallow water areas. My second trip will be specifically to look for shells. My boat will intentionally look sort of grubby because I want to go to the lonely parts of the Phillipines, Indonesia and the Indian Ocean. In those areas it will be best not to attract attention by having too nice or too large a boat.

"I'm truly a loner," he says with a contented smile. And so far he's most enjoyed two of the most lonely places; the Galapagos and the Marquesas. He tried to get a coveted cruising permit for the Galapagos, but he was never in the same place long enough for him to receive an answer to his application. So he went anyway — and stayed 19 days beyond the allowed 72 hours. He was able to do this because he didn't check in and because he went to the places that boats weren't allowed to go.

Thinking small . . . it often allows you to get away with the most.

— latitude 38



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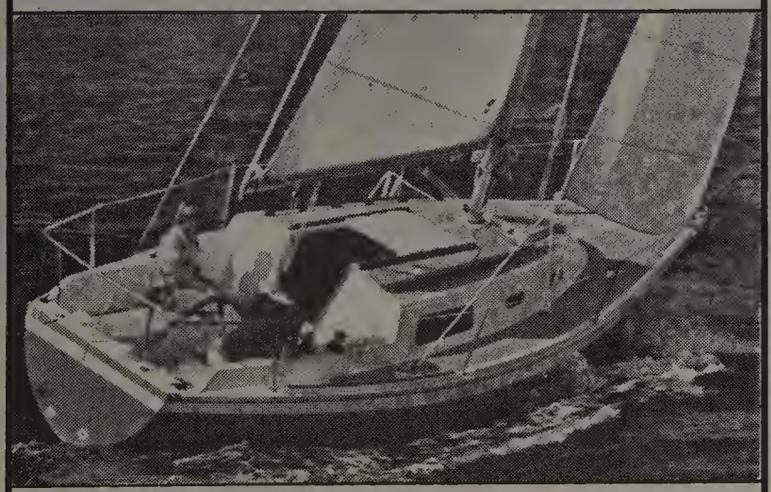
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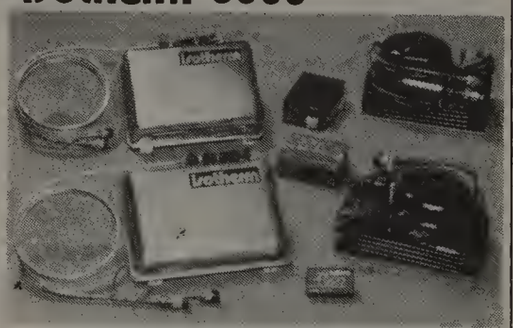
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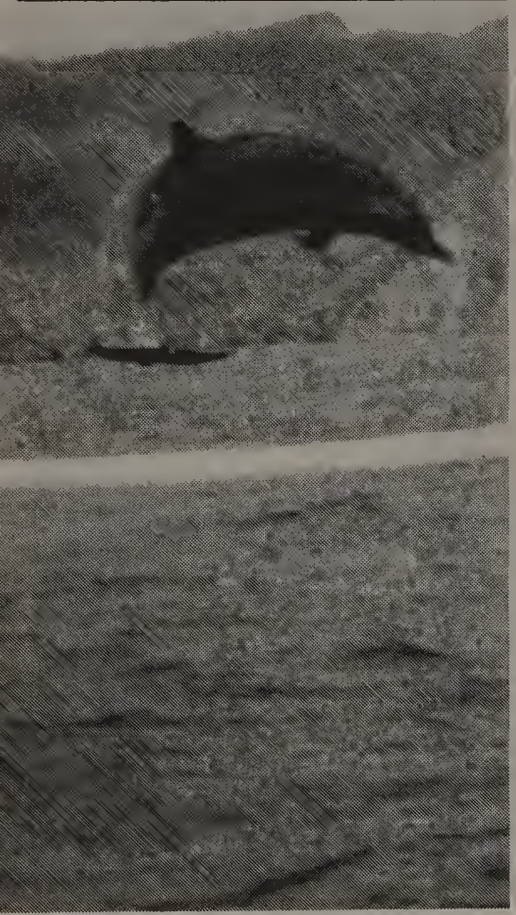
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*This month in 'World of Chartering' we have part two of the **Sausalito YC's charter in the Grenadines**; news of the **Catalina Yachts-Sun Yacht Charters** new alliance; a report on new moorings in the **Virgin Islands**; what to expect when **phasing out of a charterboat program**; and, of course, **charter notes**.*

Chartering the Grenadines

[Continued from last month, in which 40 Sausalito YC members chartered 10 boats to sail 'The Windwards' from St. Lucia to Grenada.]

All the islands between St. Lucia and Grenada are part of three countries. It sounds simple enough, but it isn't. St. Lucia is an island nation of its own. St. Vincent not only includes the island of that name, but also Bequia, Mustique, Canouan, Mayreau, Union, Palm and Petit St. Vincent (PSV), which are collectively known as the Grenadines. The third country is Grenada, which includes the island of that name as well as Petit Martinique and Carriacou, but not, as you might expect, the Grenadines.



Denny Kavanagh's great photo proves that dolphins have, by far, the best 'jump-ups'.

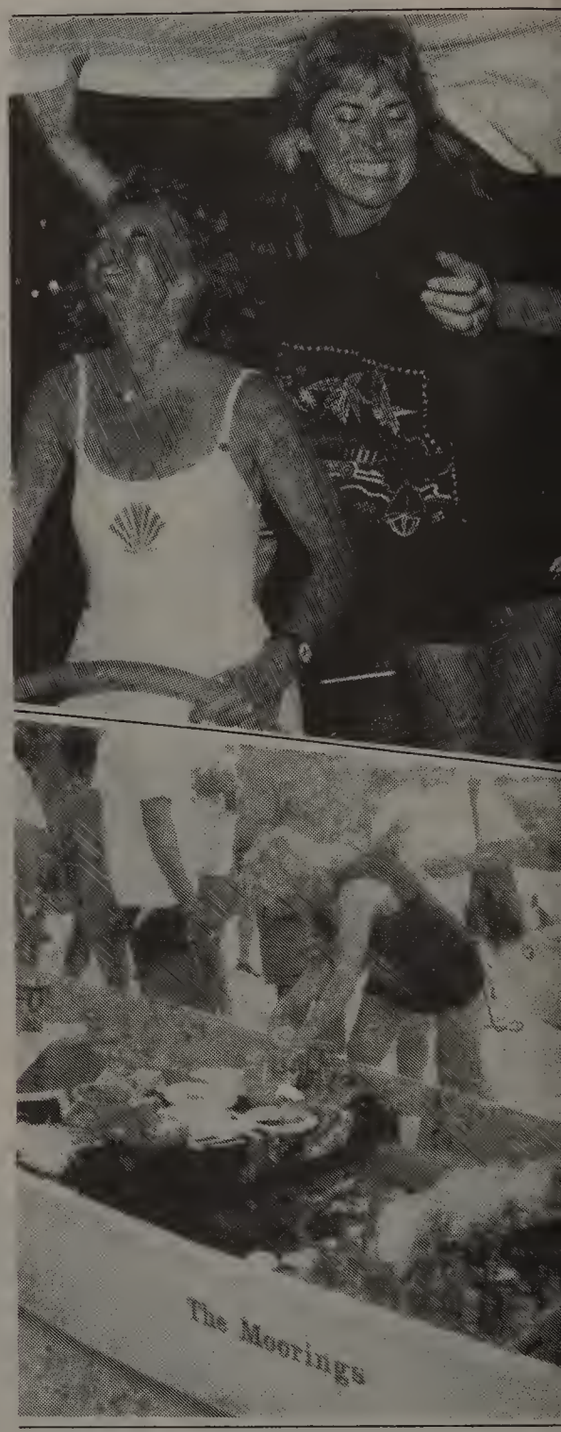
It's necessary to check in and out of each country — which is easy enough and takes little time. Unless, of course, a lot of vessels arrive on the same day. Someone told me May was off season so it wouldn't be crowded checking in at these islands. But one look at the line at Customs and Immigration at Admiralty Bay, Bequia, told me I'd rather not be in this part of the world during high season!

In Admiralty Bay, an anchorage about the size of Tiburon Cove, we counted no less than 70 boats of various sizes and shapes: charter boats, crewed boats, long distance cruisers, local island boats. And to these we added the 10 boats in our fleet. It made for a crowded anchorage, especially since a wide lane had to be kept open down the middle for the daily ferry from St. Vincent.

With newcomers arriving all the time, needless to say there was enough anchor-dragging and bumper-boating to keep everyone entertained. It was most interesting for us when a group of non-English speaking Germans drifted down and snarled their anchor rode among some of ours. At one point we held their bow while our parallel neighbor held their stern, forming, if viewed from above, the letter 'H'. To top it off, the skipper was yelling at the boat boys, we were yelling at the skipper and the boat boys, as usual, yelled at everybody.

After a few of these incidents, we moved down the bay to anchor south of the reef at Tony Gibbons Beach. Speaking of reefs, most anchorages here have them just to keep things interesting. Many are close enough to make snorkeling as easy as falling off the stern of your boat!

Pleasant enough ashore, Bequia used to be an active whaling station. Locals used to hunt from brightly-painted open sloops and were guided by spotters who signalled the presence of whales by flashing mirrors from hill-tops. There are still some whaling sloops around, but they've been immortal-ized in hand-carved scale and half models sold by the Sargent family. Queen Elizabeth was presented with a scale model of the *R.Y. Britannia* during her visit here a few years back, and a model of the *Queen Elizabeth II* is about half finished.



Bequia has also has good restaurants and some good shopping.

Our next passage, 10 miles to Mustique, was the only windward sail of the whole trip. We dropped the hook at the only good anchorage, Britannia Bay. Lucky us, there was a mooring open right in front of Basil's Bar.

A small, privately-owned island, Mustique is best known for the homes owned by Mick Jagger, David Bowie, Raquel Welch and Princess Margaret. There are, however, accommodations for yachties suffering from cabin-fever at the Cotton House restaurant and Inn, a transformed sugar plantation.

Few of us ever got beyond the beach except to try and see some of the private homes. Needless to say, we couldn't even



ALL PHOTOS COURTESY DON CHANDLER & DENNY KAVANAGH

get close. So we spent a night enjoying a fabulous lobster dinner at Basil's. Not only did we have one of the best lobster dinners this ex-New Englander has ever tasted, but 50 yards down the beach they had a holding tank with at least 100 more waiting for Mick, Raquel, David or one of us.

With all those renowned musicians who own homes on Mustique, you'd think Basil's would have great music. But as we sat on the deck over the water sipping our rum punches waiting for Robin Leach to interview us, we heard nothing but Bob Marley. Not that his Reggae isn't the best, but a peek into the store room behind the stage revealed not only top of the line hi-tech sound equipment, but shelves full of CDs, LPs, and tapes that would make a top disc jockey green with envy. And yes, there was a jump-up that night.

Aside from our sail from St. Lucia past St. Vincent to Bequia, a distance of some 50 miles, and the reach from Carriacou to Grenada, about 30 miles, most of the islands in the Windwards are no more than an hour or two's reach from one another. Although we by-passed Canouan to sail directly to Mayreau and the Tobago Cays, it was only 20 miles. Once again it was a broad reach, and since the highest peak on Canouan is only 500 feet, we had great winds all the way. The breeze picked up to knots as we neared Mayreau and the fun meter hit eight knots once again!

The guide books for these waters tend to make you overly concerned about the approach to Mayreau and the reefs that are in the way. We found all the reefs and rocks to be plainly visible with ample distance between them. Even the entrance to Salt Whistle Bay and the Cays is much easier than the book made it seem. Besides, as we approached the island a huge four-masted Windjammer flew by us. We just followed her course and turned left into Salt Whistle Bay.

Paradise found . . . again! The northern end of Mayreau sticks out like the tail of a huge whale, the flukes being a low-lying hill protecting a short section of the whales back. Salt Whistle Bay, protected by the western fluke, is a beautiful half-moon anchorage with a white sandy beach and shallow reefs on each side. The fabulous Salt Whistle Bay resort lies hidden under the palms and plumeria trees, barely visible from the water.

The very low-key resort sits on the whale's lower back, occupying a sandspit

that's between 50 and 150 yards wide. On both sides are beautiful white beaches, tidal pools to sit in and cool off, and reefs to snorkel over. Manager Undine Potter speaks German and English, and caters to yachties should you want a shower and bed. An incredible place! Other members of our group have been to Tonga and other South Pacific islands; they report having never seen anything like this.

If this were not enough, less than two miles to the east lie the famed Tobago Cays, three small islands protected from the Atlantic by a three-mile long Horseshoe Reef. The diving and vistas are incredible! But once again the guide book is overly conservative with regard to anchoring. Having met with Lynn and Glenn Sorenson, who spent four years cruising this area, we knew we could anchor closer to the reef than is recommended. The holding is good in sand, you can easily see the beginnings of the reef, and the trades from Africa blow you to leeward. We anchored in just seven feet of water!

What can I say about being able to step off your boat and just about *walk* around hundreds of different coral heads, each with its own environment and communities of fish. I have no words to describe the experience.

Each of the three islands that makes up the Tobago Cays is ringed with a white beach, has great boardsailing, clear water, and living at a very slow pace. If you don't catch that dreaded disease known as 'Island Time' here, forget it, you're probably comfortable in Times Square on New Years Eve.

To all who read this, I'd like to say that the Tobago Cays and Salt Whistle Bay are the two most beautiful places we have ever sailed into — and that includes the Virgins, Bermuda, the Bahamas, Jamaica, Costa Rica, Hawaii, and lots of places in between. And I'm not alone in this opinion. It was tough to move on to Grenada, which we'll cover next month.

— peter gibson
sausalito yc

Catalinas To The Tropics

"Having produced over 55,000 sailboats," says Frank Butler, President of Catalina Yachts, "I have been asked repeatedly by our loyal owners and prospective buyers to provide the opportunity to sail our very latest designs during their tropical charter vacations and actually 'test drive' their next Catalina in the Caribbean." Butler has entered into an agreement with Sun Yacht Charters of St. Martin, Antigua and Tortola, to do just that. The "Sun Catalina" fleet, which will eventually include Catalina 34s, 36s, 42s and two new luxury designs from Catalina, the center cockpit Morgan 38 and four-cabin Morgan 50, will begin to be available starting in October. "For the chartering public, our alliance with Catalina is one of the most exciting events to occur within the charter industry in a long time," says Jack Bush of Sun Yacht Charters.

There are two additional bonuses for customers in the Catalina-Sun alliance. First is the 'Purchase Incentive Plan', in which a significant percentage of the charter cost will be deducted from the price of a new Catalina, and the 'Charter Yacht Management Program', in which a yacht placed at Sun's Tortola base will offer an owner investment income and liberal usage. For more information, call Sun Yacht Charters at (800) 772-3500 or Catalina Yachts at (818) 884-7700.

— latitude 38

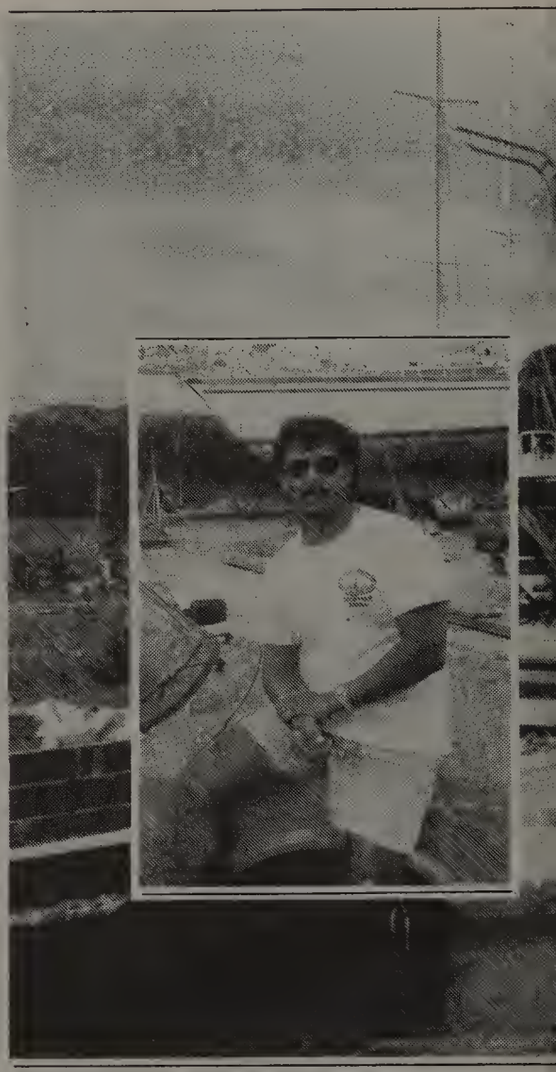
Women Won't Give Up The Ship

With this being the Year of the Women in politics, some of you sexist pigs with yachts probably thought you could sail away from it. Nope. John Neal reports that for the first time, there were more women than men aboard *Mahina Tiare* during one of their sailing training expeditions. Not only that, at the halfway point of the 16 day crossing from Victoria to Hilo, the three women decided to enter the 1994 West Marine Pacific Cup on one of their boats — and without their husbands! "The biggest problem at the end of Leg 1," writes Neal, "was getting them to stop in Hawaii; they felt they should keep sailing to Tahiti."



JOHN NEAL

"Tell me to get off this boat one more time and I'll shoot!"



Five more sail training expeditions are scheduled aboard *Mahina Tiare* this year as she heads to New Zealand, but they're all sold out. If you're interested in expeditions in 1993 — which will be from New Zealand to the Cooks, Samoa, Wallis, Tuvalu, Fiji, Rotuma and back to Auckland — call Mahina Productions in Friday Harbor, Washington.

— latitude 38

Wimpy Or Wise?

Only a wimp would pay to use a mooring buoy rather than use his own anchor for the night, right? Not necessarily.

In heavily used areas with coral reefs, such as the Virgin Islands — where thousands of boats that drop hooks each year — anchors can and have caused irreparable damage to the fragile reefs.

An outfit called Moor Seacure Limited of Road Town in the British Virgins has thus placed a large number of moorings to protect reefs — as well as boats — from smashing into each other. Currently the moorings, which are suitable for boats up to 60 feet in length, are located at Cooper Island, Drake's Anchorage and Vixen Point in Virgin Gorda's North Sound, Anegada, Cane Garden Bay, Soper's Hole, and at two locations at Little Harbor on Jost van Dyke.



LATITUDE/RICHARD

Spread: Vick and Gretta await the launch and coconut christening. Inset; yard manager Dominique Goche.

The procedure is simple. You pick up an available mooring and then pay a $10 per night fee at the nearest location. Not all locations have someone to collect the fees, so you occasionally get one on the house.

The moorings use half-inch chain, one-inch nylon line and high quality shackles. They are periodically checked for wear.

If you don't want to pay the $10, you can still anchor in all these areas. But please, no matter where you anchor, try not to damage the delicate underwater ecology. Coral reefs have been taking a beating from a number of sources over the years, and we mariners should try not to add to it.

— *latitude 38*

Charterboat Phase-out

"I've been very happy with it," said Vick Smith of Le Galion, Indiana. 'It' being the four-year yacht management program he'd entered into with The Moorings back in 1988.

We met the 65-year old Smith in Raiatea this June. His Frers-designed Beneteau 51 *Le Galion* had just come out of the charter program at The Moorings base in Raiatea, where it had been a very active boat for the previous 48 months.

"What I liked about the yacht management program was that I was able to sail all over the world. While I twice used my time on my own boat here in French Polynesia, I also traded for time on Moorings sisterships in Mexico, several places in the Caribbean, the Ionian Sea, the Aegean Sea, and their other locations. I couldn't have done that with my own boat. However, I must admit that my favorite has been the lagoon sailing right here in French Polynesia."

The *Le Galion* was hauled at Raiatea Carenage — which is 70% owned by The Moorings — for refurbishing before it was turned over to Smith.

"The Moorings has a good phase-out program," said Smith. "They replaced a lot of gear, made sure all the systems worked perfectly, went over the engine, sanded and varnished all the wood on the inside and outside of the boat, LPU'd the hull, fixed a crack in the rudder — all as part of the standard contract. I've been very pleased with both the agreement and with the work the guys have done here at the yard."

Smith was also having a lot of new gear put on — radar, roller furling main, autopilot, SSB positive flotation and other goodies. The paint job, however, was the most interesting. He had the Carenage team paint the bottom and keel of *Le Galion* to match — stripe and all — the way a killer whale looks underwater. Smith's theory is that it will distract killer whales. Our theory is that it might attract whales who are interested in mating. For Smith's sake, we hope he's right.

A Corsair pilot who survived being shot down bombing the Japanese base at Rabaul, Smith's plan is to visit all the World War II locations he's familiar with: Samoa, Vanuatu, Guadalcanal, the Solomons — and then branch off to Truk. Quiet and soft-spoken, Smith said, "I spent month after month bombing Rabaul, and now I'd like to see what it looks like from the ground."

With two intended crewmembers about to bail out because of an injury, it looks like the cruise might start off with just Smith and young Gretta Holm. Gretta, who hails from Norway but has been working in Whitehorse, Yukon Territory, had placed a 'crew position wanted' ad in both *Latitude* and *Cruising World*. Smith responded to the latter and the two think they'll make good shipmates. Gretta plans to stay with *Le Galion* until Thanksgiving.

"The other thing good about the management program," said Smith with a smile, "was that it helped me pay for half my boat." With that, he, Gretta and the boatyard workers christened the boat with coconut milk — saving the bottle of champagne for themselves.

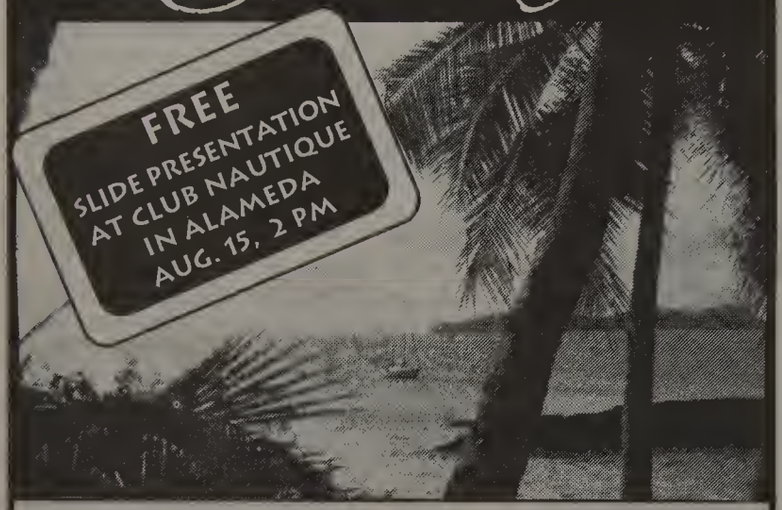
— *latitude 38*

Charter Notes:

Although there are more than 10,000 islands in the 64,000,000 square miles of the Pacific Ocean — which is more than all the other oceans and seas combined — it is home to very little chartering. The **Hawaii-Pacific Charter Broker Show**, to be held September 11-21 with stops in Hawaii, Tahiti and Australia, will be an attempt to change all that. The show, sponsored by Mauna Kea Beach Hotel, Visitors Associations, The Moorings International, Hawaiian Airlines and *Showboats International* magazine, is designed to provide brokers with a comprehensive introduction to the tropical Pacific as a "destination for industry decision makers." While travelling distances are an inherent negative with chartering in the Pacific, the sponsors feel that "with its enormous tropical zone, fabulous unspoiled islands and friendly natives, the Pacific is the charter paradise of the future." For further information, call the Charter Locker at (808) 326-2553.

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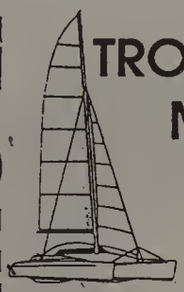
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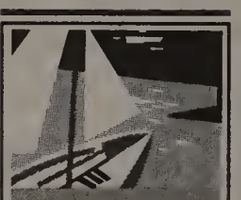
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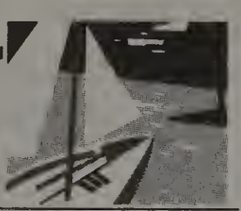


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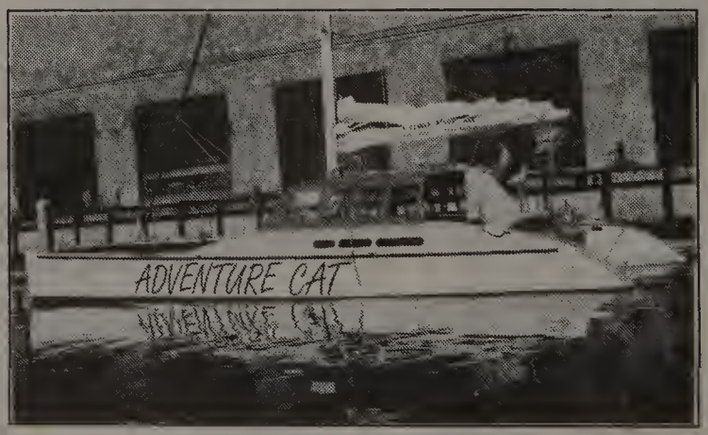
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THE RACING

*With reports this month on the local **USSA junior sailing championships**; halftime scores in **HDA**; the resurrected **San Francisco Classic** for stand-up sailors; the annual **PICYA inter-club challenge regatta**; the **Trans-Tahoe Race**; an excellent **Trimble/North Sails Week** down in Long Beach; the always-fun **Plastic Classic**; the **High Sierra Regatta** on beautiful Huntington Lake; the windy **Vic-Maui Race**; entries in the upcoming **Kenwood Cup**; and the usual plateful of **race notes**.*



Jr. Championships: Hot, Hot, *Not!*

Hot was the word for our Area G U.S. Sailing Junior Championships for the Sears Cup (J/24s), Bemis Trophy (Laser IIs) and Smythe Trophy (Laser). The sailors were hot, high caliber pebblestars for the '90s. The temperature was hot, with the mercury touching the mid-90s at host San Francisco YC. Even the prizes were hot — at stake were berths in the Finals at Ida Lewis YC in Newport, R.I., on August 15-22. And the wind was. . . *not!*, with strengths in the 0-10 range but mostly 2-5 knots — light enough that the J/24s even had to anchor several times.

A record number of 36 juniors participated in the still waters of Richardson Bay during the three-day event on July 6-8. A fine race committee and even finer group of judges ran the seven-race regatta, which also included a one day clinic/rules lecture.

In the end, the Sears Cup was decided in the final 75 yards of racing, when RYC's veteran team of Matt McQueen (driver), Rowan Fennell, Will Benedict and John Walsh were passed to leeward by St. Francis's new and hungry team of Mike Spencer (driver), Paul Allen, Annalise Moore and Brian Mulien. These two teams dominated the fleet, taking all firsts and seconds. The battle for third was between the newcomers from Stockton Sailing Club and longtime participants San Francisco YC, with the nod going to the new guys.

Racing in the Bemis event was just as exciting, as 3 of 4 teams won at least two races. In the end, radical dudes Brenden Richards and Brent Harrill (Monterey Peninsula YC) edged out the smooth girl team of Krysia Pohl and Melina Hoyer (RYC). Just two points back were Jeff Loomis and Skip McCormack (RYC) on their first outing; fourth went to a duo from San Francisco YC.

RYC's Rebecca Harris, last year's Leiter Cup winner and current Europe Dinghy specialist, won the Smythe Trophy elimination. Jerrod Claypool (StFYC) made her work for it in the early races, but on the last day Rebecca lit the afterburners, compiling a 1,1,2 to bury Jerrod into second place. Third and fourth went to a pair of StFYC juniors, J.P. Cling and Kate O'Leary.



JIM MULLEN

Left to right: Paul Allen, Mike Spencer, Brian Mullen and Annalise Moore.

The next step for these hot juniors is to earn some cash and hop on a plane for Newport, R.I. Good luck to all of them — it's been awhile since Area G won a national junior championship (Morgan Larson won the Sears Cup in '88; John Kostecki won it in '81). Could this be our year?

— patrick andreasen

HDA Halftime Scores

In the immortal words of Lawrence Peter Berra, "The game isn't over 'til it's over." Though Yogi — as he was better known — was talking about valium-ball, not sailing, the words seem applicable to halftime in the Handicap Divisions Association (HDA). With six of twelve races done, the game's nowhere near over.

But, hey — it was a slow month for news, so we decided to run the first half results anyway. The rest of the HDA season commences on August 8-9 with the Bonita-Encinal Race/Party Extravaganza. Other races in the second half occur on Aug. 22 (Berkeley Long Course), Sept. 13 (Cityfront), Sept. 26 (Knox) and Sept. 27 (North Bay).

DIV. H (0-114) — 1) **Coyote**, Beneteau One Ton, Pat Ciganer, 8.25 points; 2) **Sight Unseen**, 11 Meter, Paul Kaplan, 8.75; 3) **My Rubber Ducky**,



ERIK SIMONSON

Windsurfers swarm the line seconds before the start of this year's revived Classic.

Hoble 33, Lee Garami, 14. (20 entered; 8.33 average starters)

DIV. J (117-132) — 1) **Wind Chaser**, Ericson 35 Mk. 3, Dick & Patty Cranor, 9.25 points; 2) **Outrageous I**, Olson 911S, Tom Thayer, 9.75; 3) **Gammon**, Tartan Ten, Randy Bromman, 10.5. (14 entered; 7.33 average starters)

DIV. K (135-162) — 1) **Esprit Victorieux**, Beneteau First 305, Joe Melino, 8.25 points; 2) **Ouessant**, Farallone Clipper, Frank Buck, 14.75; 3) **Meltemi Too**, Cal 35, Jonas/Jessup, 18.75. (15 entered; 7.17 average starters)

DIV. L (165-180) — 1) **Cannonball**, Hawkfarm, Rick Schuldt, 3.75 points; 2) **Kamala II**, Ranger 29, Bill Keith, 12; 3) **Crinan**, C&C 30, Bill West. (14 entered; 8 average starters)

DIV. M (183-up) — 1) **Current Asset**, Islander 30, John Bowen, 5 points; 2) **Toots**, Thunderbird, Curtis King, 14.75; 3) (tie) **Tappo Piccolo**, Cal 20 mod., Bacci/Clayton, and **Hippo**, Smith Quarter Ton, Mark Wommack, 22. (18 entered; 11.16 average starters)

San Francisco Classic

While the majority of us were provisioning our boats for the following day's Fourth of July celebrations, 60 of Northern California's best stand-up sailors were battling the elements and each other in the Bay's biggest windsurfing event of this year, the "Return of the San Francisco Classic." This 21.5-mile endorphin burner — shelved last year after 12 runnings when the previous sponsor, O'Neill Wetsuits, pulled out — was revived thanks to the support and guidance of St. Francis YC and, in particular, regatta chairman Dick Ryerson.

Overcast skies and an alleged 4+ knot flood greeted the sailors for the 1 p.m. start off Crissy Field. The 12-knot breeze was ample enough for the racers to reach the Golden Gate Bridge, but then it went light as they attempted to round the nun buoy just west of the South Tower. The racers appeared held in a state of suspended animation as the flood and faltering breeze conspired to deny them forward progress, and in some cases upward mobility.

On his first attempt at the mark, Benicia's Skip Bowman arched his gangly frame and pumped his rig wildly, only to lose his balance at the last second and drape his rig over the buoy. Bowman was quickly propelled down-current — luckily his rig was released undamaged and he scrambled back aboard to chase the new leader, Tim Dunlap.

A reach to the North Tower, a reach back to Crissy and another leg up to the South Tower followed. The longer boards — called 'course' boards — excelled at this point of the race, but as the fleet rounded the nun buoy the second time and headed off on a downwind zig-zag towards Berkeley, the advantage began to shift to those riding the shorter, more nimble 'slalom' boards. Winds gusted up to a nuclear 35 knots on the reach over to Angel Island, making life hell for the course boarders. Meanwhile, the slalom boarders were grinning ear-to-ear.

Short boarder Jim Johnstone of Belvedere had the last laugh, crossing the Berkeley finish line in 1 hour, 19 minutes and 48 seconds. Two other slalom boarders, Chip Wasson and Steve Sylvester, finished less than 30 seconds later. Only 40 of the 60 starters managed to finish the race. The 'Gnarliest DNF' Award went to Istvan Kovacs, who slashed a 3-inch gash in his foot with his fin, but managed to limp down to Berkeley nonetheless. After enjoying the apres-race bash, Istvan went home and sewed his foot back together. . .

— erik simonson

PICYA Championships

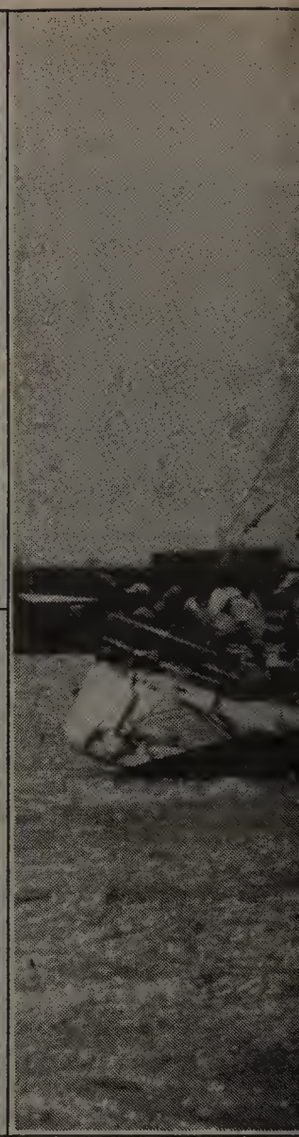
The all-powerful St. Francis YC hosted — and then dominated — the annual Pacific Inter-Club Yacht Association (PICYA) challenge regattas, held on windward/leeward Cityfront courses on July 18-19. Their team of 24 talented sailors aboard *High Risk*, *Wild Flower* and the suspiciously named J/24 *Bedroom Fracture* swept the three divisions convincingly — not an easy task when you look at the competition. If they choose the right guy for the upcoming Chispa Regatta, to be held in Lasers at Richmond YC on October 17, they will have pulled off the first 'grand slam' ever (we think) in the history of these mid-summer all-star games.

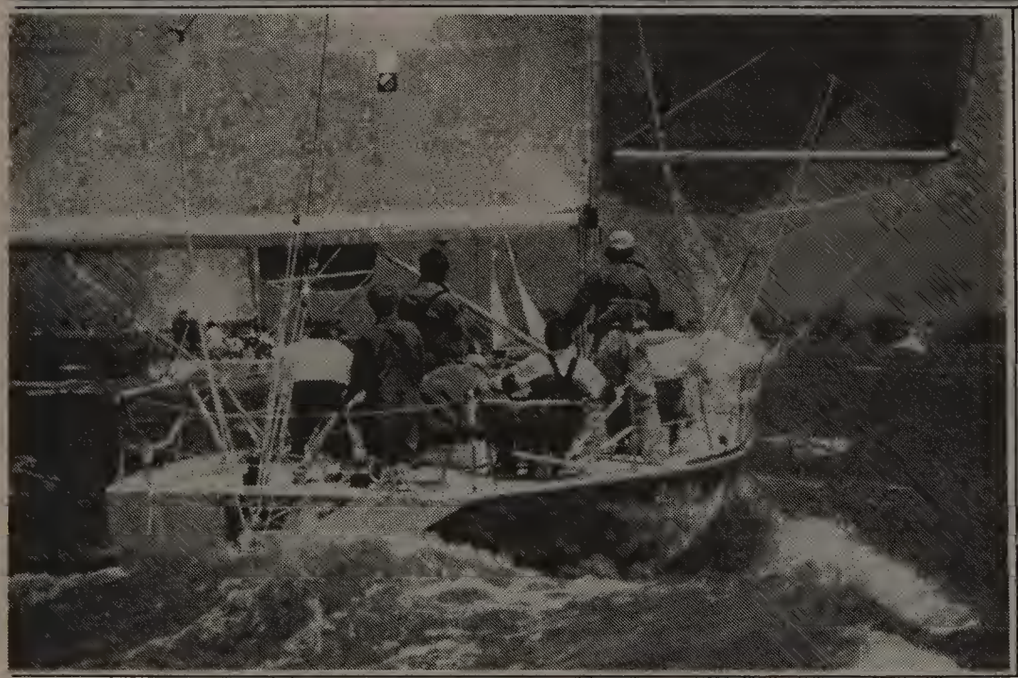
High Risk, a Smith 43 IOR design which is enjoying a new lease on life under IMS, continued her new-found winning ways in taking the prestigious Lipton Cup. Owner Jim Mizell and driver Ted Wilson put together a stellar 3,1,1 record in the predominantly flood-tide series. Their crew for the weekend was Steve Bates, Hunt Conrad, Paul Ferrarese, Jim Gettys, Ron Lowenthal, Ken Moore, Gary Sadamori and Steve Taft.

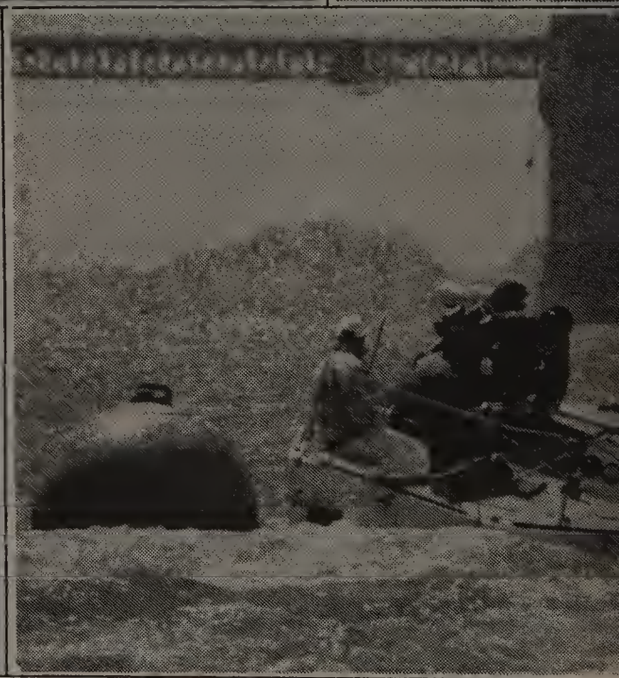
In the Larry Knight competition for PHRF boats rating 96-150, San Mateo Mercury sailor Doug Baird helmed Art Mowry's Santana 35 *Wild Flower* to an equally impressive 1,2,1 record. Baird did it in varying wind strengths (#1 genoas in the first race, #3 jibs











in the second and #2s in Sunday's finale) and with two different starting formats (two of the three races were pursuit races, which theocratically gave the little boats some breathing room off the line). "Conditions were ideal for us," noted Baird. "Santana 35s love smooth water and going upwind, conditions we saw a lot of this weekend." Pulling the strings for Baird were Art and John Mowry, Randy Bainbridge, Peter Dahl, Mike DeFrank, Tim Shackleford, Mark Spitaleri and Dave West.

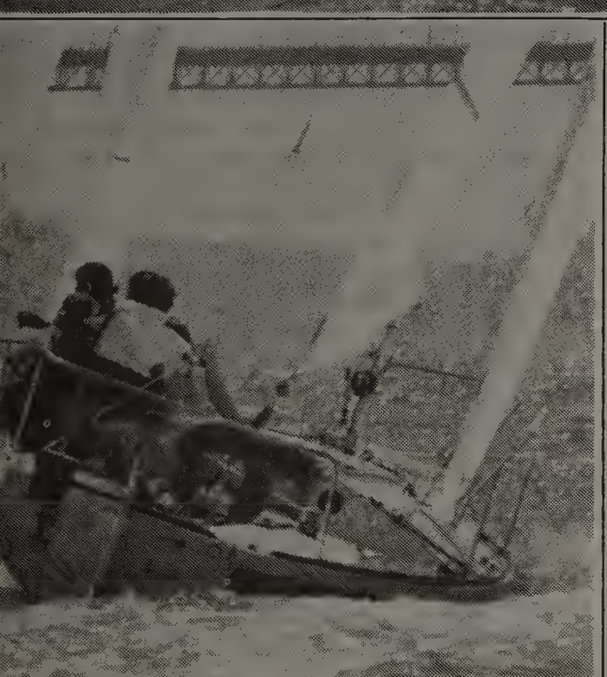
Chris Perkins won the Little Lipton competition for the second year in a row, assisted by his crack Etchells crew of Matt Ciesicki and Stu Eddings, as well as brother Jon Perkins and Terry Gibbens. They sailed Chris Moeller's J/24 to a 7,1,1 record, falling victim in the first race to the poorly worded YRA standing race instructions regarding sailing inside Anita Rock. Fortunately for them, all but Bob Neal's eventual second-place finisher *Sunset Strait*, followed suit.

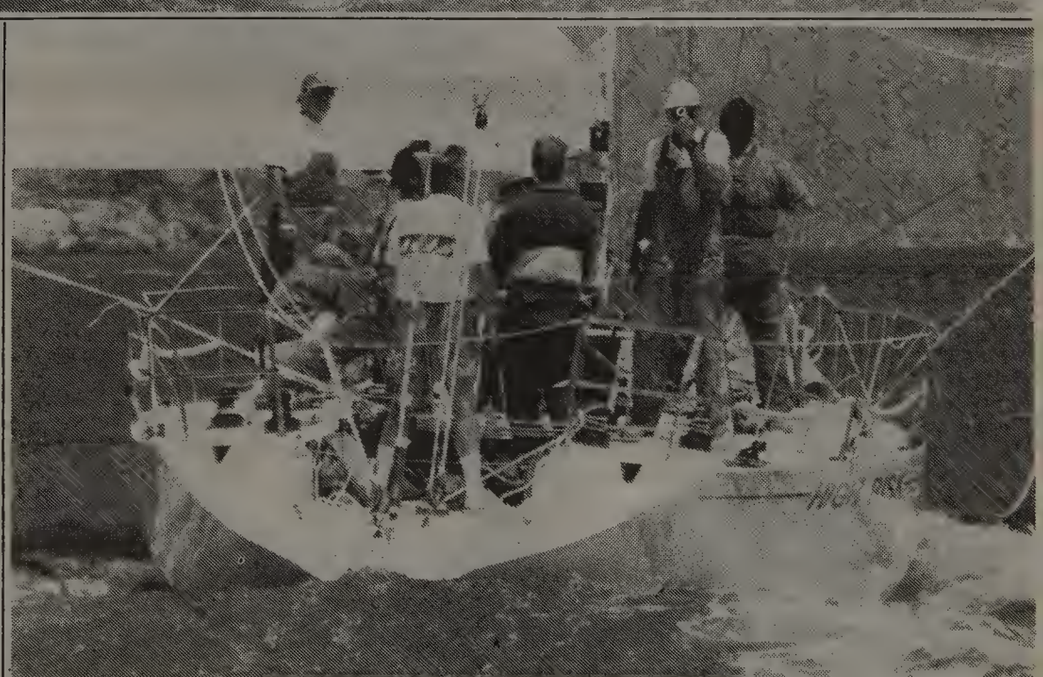
Regatta chairman Tom Allen was well pleased with the weekend. "We had more boats participating than last year, mainly due to loosening the restrictions regarding yacht club membership. And the weather — it was absolutely gorgeous!"

BIG LIPTON (IMS) — 1) **High Risk**, Smith 43,



Behind the scenes (literally, as you can see) at the PICYA Championships (clockwise from here): 'Bullseye' chases 'Bang' in the IMS ("I'm Not Sure") competition; Lipton Cup winner 'High Risk'; J/24 sailors need iron balls (to race around, of course); 'Sweet Okole', as always, looking sweet; 'Patriot' games; an unidentified J/24 — finally, a bow shot! All photos 'Latitude'/rkm.





StFYC, Jim Mizell/Ted Wilson, 4.5 points; 2) **National Biscuit**, Schumacher 35, SFYC, Colin Case, 7; 3) **Bang**, N/M 41, EYC, Max Gordon/Howie Marion, 7.75; 4) **Bullseye**, Tripp 40, SYC, Bob Garvie, 12; 5) **Sweet Okole**, Farr 36, RYC, Dean Treadway, 13; 6) **Blue Max**, Dehler 34, BYC, Jim Freeland, 18.

LARRY KNIGHT (PHRF) — 1) **Wild Flower**, Santana 35, StFYC, Doug Baird, 3.5 points; 2) **Surefire**, Frers 36, EYC, Carter Bros., 6.75; 3) **Limelight**, J/30, TYC, Harry Blake, 10; 4) **Screamer**, Capo 30, RYC, Pat Vincent, 11; 5) **Breakout**, Santana 35, SBYC, Hall Palmer, 13; 6) **Bohemia**, Carter 39, CPYC, Charles Weghorn, 19; 7) **Wide Load**, Santana 35, BYC, Bruce Wilcox, 20; 8) **Patriot**, Yamaha 33, Presidio YC, Roy Kinney, 24.

LITTLE LIPTON (J/24) — 1) **Bedroom Fracture**, StFYC, Chris Perkins, 8.5 points; 2) **Sunset Strait**, BenYC, Bob Neal, 10.75; 3) **Casual Contact**, SFYC, Seadon Wijsen, 11; 4) **Dawn Treader**, RYC, Ray Delrich, 13; 5) (tie) **Strange Crew**, Diablo SC, Mike Branco, and **Downtown Uproar**, EYC, Wayne Clough, 17.

TransTahoe Race

Bay Area sailors handed their mountain sailor counterparts some sailing lessons in this year's 25th Annual TransTahoe Sailing Regatta, hosted by Tahoe YC on July 11. Paul Kaplan's 11 Meter *Sight Unseen* took

line honors in the 50 boat fleet; George Peck's J/24 *Another White Boat* took first non-TYC boat; and a plastic classic, Frank Hinman's Triton 28 *Gallant*, was the overall winner (and first TYC boat) in the rainy, windy — and quick — 25.8 mile lap around the Lake.

Hinman, a San Francisco urologist and perennial Newport 30 YRA champ with his other boat, *Topgallant*, laughingly called the race "a victory for old farts" — Hinman is rumored to be in his mid-70s (the only hint he'd give us is that he's been a member of San Francisco YC for 53 years!), the boat is 31-years old, and average age of the crew (Peter Brown, Harry Humphrey, Charlie McBurney and Dennis Morgan) is well over 50 years. Theirs was a popular victory.

"We finally got conditions that were perfect for us," claimed Frank, who's kept *Gallant* on the Lake since 1983. "Normally it's way too light up here for Tritons, but this year it was windy and choppy — more like sailing on the Bay. We even had to put on foulies!"

Pusser's Rum sponsored the regatta for the third year in a row, hosting the wet and tired racers to a Painkiller Party at Tahoe YC (in Homewood) on Saturday night and some 240 people at Sunday's awards ceremony/barbecue.

ORANGE (0-96) — 1) **Sight Unseen**, 11 Meter, Paul Kaplan; 2) **Light n' Up**, Hobie 33, D. Sulrizio. (5 boats)

PURPLE (97-149) — 1) **Meeta**, Express 27, Dan King; 2) **Gonnagitcha**, SC 27, Gordie Cowan; 3) **Team Tahoe**, J/29, Jim Gregory. (10 boats)

WHITE (150-179) — 1) **Legs**, Moore 24, Mary Robertson; 2) **Windward Star**, Merit 25, Bryce Griffith; 3) **Leta B**, Merit 25, Jerry Lucas. (11 boats)

BLUE (180-200) — 1) **Another White Boat**, J/24, George Peck; 2) **Hot Spunk**, J/24, Vicki Sodaro; 3) **Big Chief**, Ranger 28, J.C. Krise. (11 boats)

GREEN (201-up) — 1) **Gallant**, Triton 28, Frank Hinman; 2) **Virtual Mode**, Santana 20, John Stufkosky; 3) **Madman X20**, Santana 20, Steve Katzman. (8 boats)

GOLD (Non-Spinnaker) — 1) **No Name**, Catalina 27, Charles Preval; 2) **Charisma**, Catalina 27, Mark Hlubucek. (5 boats)

Trimble/North Race Week

"I might be a little biased, but in my opinion this regatta is a role model for other regattas," said Steve Taft of the eighth annual Trimble Navigation/North Sails Race Week. "The committee work and the parties were great, the racing was hot and just about every detail was perfect. Some people were calling this the best regatta on the West Coast today."

Held June 26-28 at Long Beach, the four-race regatta attracted a record 143 entries in six classes, including for the first time a 9-boat contingent from the Bay Area. "Finally, we got some Northern California guys to come down for this," said promoter Bruce Golison. "Hopefully, when the word gets out, we'll get even more from up north next year!"



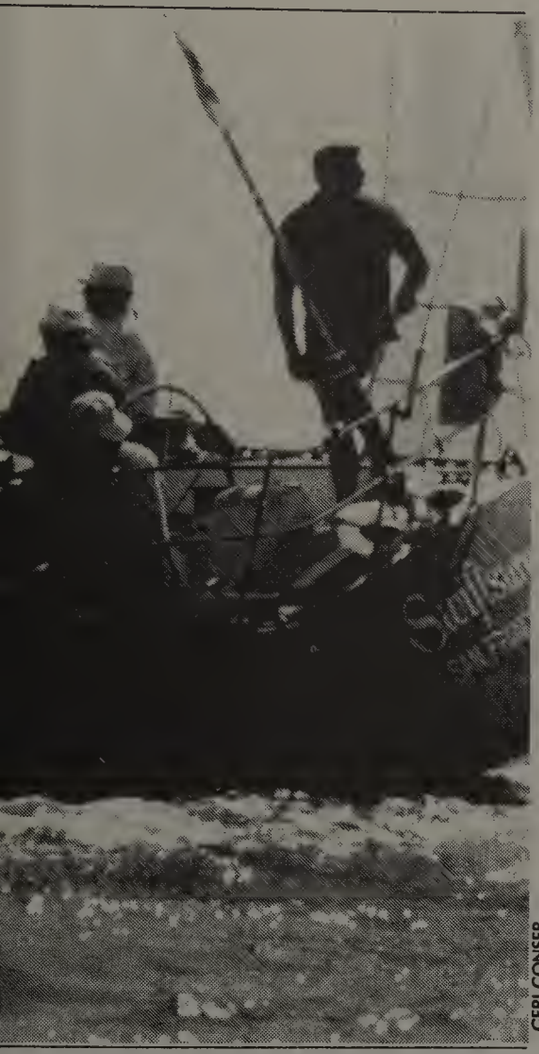
'Swiftsure' finished third at Trimble/North Race Week — a fine performance against a tough fleet.

Even a pair of 7-ish earthquakes and 33 protests couldn't put a damper on the fun. Enjoying themselves the most were owner Lew Beery, driver Dave Vietor and the crew of the Newport Beach-based Andrews 43 *It's OK!*, which came from fairly far behind to win the Trimble Trophy for outstanding performance in fleet. They trailed Bob Butkus's Dubois one tonner *Victory* by seven points going into the finale, but put together a great race while *Victory* stumbled. Other special trophies included: Club Challenge Trophy (Long Beach YC's team of *Flambuoyant*, *Cobra* and *Ravage* beat 22 other teams), Lydia Kent Memorial Trophy (highest placing family boat — tie between the McClures and the Ives) and Best Dressed Crew (*Abba Zaba Jab*, which settled for an uncharacter-istic fourth in the J/35 fleet).

Among the many innovations that made this such a successful regatta were the non-marine industry driver rule (not the same as an owner/driver rule), the protest arbitration system (only 10 protests actually got as far as the room), the rating review system for Class A boats (all IMS and IOR boats were informally assigned remarkably accurate PHRF ratings ahead of time — "IOR is dead, and I wouldn't touch IMS right now," claims Golison) and the new-this-year leeward gate. The latter consists of two leeward marks set 5 boatlengths apart at the bottom of a windward-leeward course, giving the option of going around either mark after passing through the gate. This system worked well to relieve the stack-up (and attendant protests) at the mark and subsequent parade to the right-hand side of the course.

Other highlights of the weekend were the Thursday night Vegas-style 'casino night', the morning seminars (by North and Trimble, of course) and the Corona Beer-sponsored awards ceremony, which featured irrepressible master of ceremonies Tom Leweck handing out trophies while a DJ supplied the appropriate music. As usual all shoreside festivities were held in the Clarion Edgewater Hotel rather than a yacht club.

"When we started Race Week eight years



GERI CONSER

ago, the Big Boat Series was in full swing," stated Golison. "Our goal was to make our event as big as that once was. I think we've accomplished that, and we did it by being flexible and listening to what people want."

Class A — 1) **It's OK!**, Andrews 43, Lew Beery, 14.5 points; 2) **Victory**, Dubois 40, Bob & Kathy Butkus, 15.75; 3) ***Swiftsure***, Frers 58, Sy Kleinman, 17; 6) ***Bang***, Custom 41, Max Gordon; 13) ***Bullseye***, Tripp 40, Bob Garvie; 14) ***High Risk***, Smith 43, Jim Mizell. (18 boats)

J/35 — 1) **Rival**, Dick Velthoen, 9.75 points; 2) **Flambuoyant**, Steve & Barney Flam, 12; 3) **Juice**, Stan Yocum, 13.25. (14 boats)

Schock 35 (PCCs) — 1) **Mischief**, Hardy/Reardon, 15 points; 2) **Outlier**, Schmidt/Gordon, 16; 3) **Weasel**, Bruce Allbright, 27. (23 boats)

Class D — 1) **Salsa**, Frers 36, Nadler/Havard/Collins, 6.5 points; 2) **Slicker**, NA 40, Barber/Newson, 16; 3) **Kayak**, Peterson 41, Frank/Daffron, 17.75. (14 boats)

Class E — 1) **Cobra**, Catalina 38, Bill Huber, 10; 2) **Bad News**, J/29, Stan Sorensen, 11; 3) **Speculator**, Santana 35, Ken Wakefield, 20.25. (20 boats)

Class F — 1) **No Blow No Go**, B-25, Steve Garland, 11.75 points; 2) **I'll Go**, Chaser 29, Don Preston, 12; 3) **Jezebelle**, B-25, Kevin Wolfe, 12.75. (24 boats)

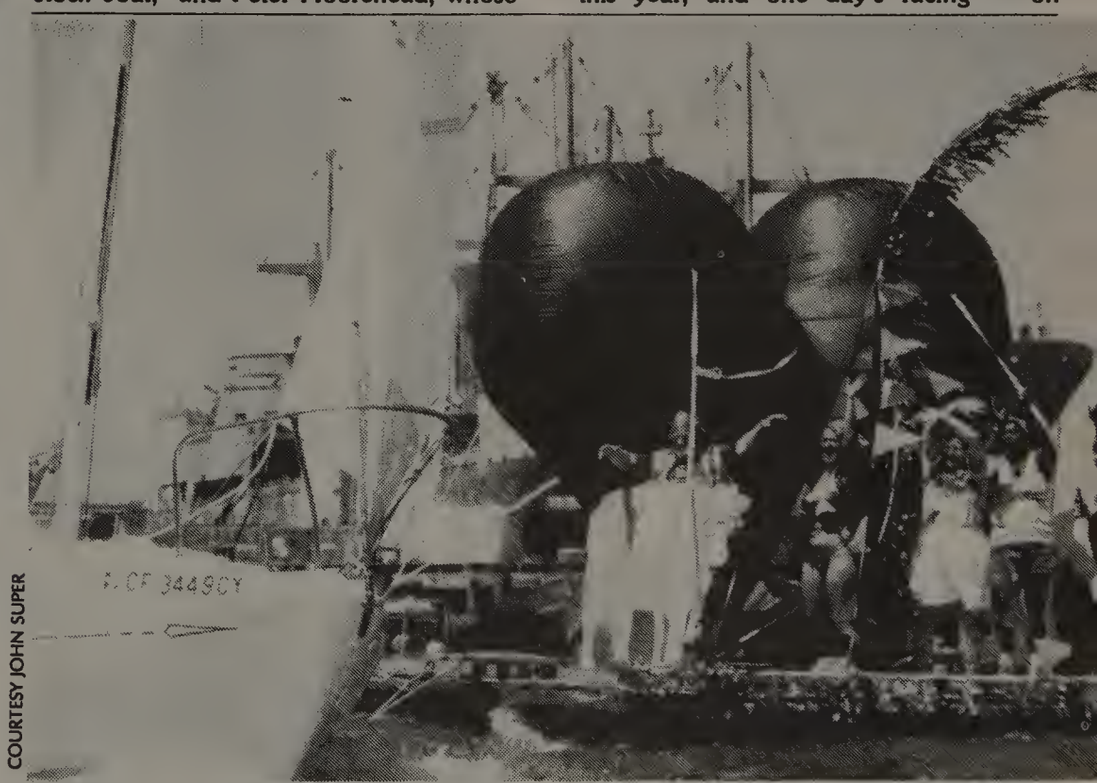
J/24 — 1) **Chimera**, Harden/Snow, 5.5 points; 2) **Bruiser**, Peter Duvoisin, 25; 3) **Iceman**, Allen/McLean, 40; 6) ***Small Flying Patio Furniture***, Tom & Melissa Purdy; 8) ***Casual Contact***, Oliver/Wijsen; 9) ***Entropy***, J. Neil Weintraut; 10) ***Not***, Young/Perkins; 18) ***How Rude***, Hodges/Walecka; 25) ***T.I.E.***, Jimmy Wang. (30 boats)

Note: NorCal boats in italics.

Plastic Classic

The funky, fun-loving Bay View Boat Club and the Islander Bahama 24 fleet hosted the Eighth Annual Plastic Classic and Concours D'Elegance on the picture-perfect day of July 18. Forty-six boats sailed the 10.72-mile triangle, windward-leeward course, which included, as usual, the strangest weather mark on the Bay. Afterwards, two bands played, 150 dinners were served and an untold amount of adult beverages were consumed. "A good time was had by all," claimed organizer John Super.

Pathfinder, Ed Ekers' Pearson Ariel, was the overall winner on the race course, while *Tafia*, Jim Meeker's beautiful Cal 34, swept the 13-boat Concours, taking honors in the "prettiest boat", "easiest to singlehand" and "nicest interior" categories. *Hale O Dolly*, Jeff Beckmann's IB-24, was judged the "most stock boat," and Peter Moorehead, whose family has owned the Gladiator *Run Free* since 1965, once again won the "boat owned by the same owner for the longest period of time."



COURTESY JOHN SUPER

The Plastic Classic's mark 'T' was weirder than ever this year, featuring — for no particular reason — a giant red inflatable heart.

IB 24 — 1) **Cahada**, Dan Bjork; 2) **Artesian**, David Adams. (7 boats)

COLUMBIA CHALLENGER — 1) **Quasar**, Forest Martin; 2) **Murphy's Law**, Bill Murphy. (7 boats)

INTERNATIONAL FOLKBOAT — 1) **Skol**, Mike Conners. (3 boats)

SANTANA 22 — 1) **US**, Samuels/Barksdale; 2) **Shazam**, Bud Sandkula. (5 boats)

GLADIATOR — 1) **Cat's Paw**, Abigail Grafton. (2 boats)

CAL 20 — 1) **Upper Bound**, Peter Fowler. (4 boats)

TRITON — 1) **Bolero**, Ely Gillam; 2) **Sleepyhead**, Richard Golden. (4 boats)

QUARTER TON — 1) **Nobody Famous**, Farr 727, Roger Brewton. (2 boats)

PHRF NON-SPINNAKER — 1) **Pathfinder**, Ariel, Ed Ekers; 2) **Walkabout**, Newport 30, Tom Gaines. (6 boats)

PHRF SPINNAKER — 1) **Toots**, Thunderbird, Curtis King; 2) **Hawk**, Alberg 30, Steve & Wren Collins. (6 boats)

High Sierra Regatta

The annual High Sierra Regatta, two weekends of racing on beautiful Lake Huntington, didn't attract as many folks as usual this year, and one day's racing — on Sunday, July 12 — was actually canceled due to thunder and lightning.

"But that didn't stop us from having a great time," claimed regatta organizer (and winner of the heavy handicap class) Dave Mosher. "Most people camped out by the

lake, and hung out at the only bar. The second weekend was a lot rowdier — keelboat people are better partiers!"

Two things stood out in Mosher's mind about the weekend: one was the founding of the Karibou Social Club, a 'cult' whose members made antler signs at each other while making wierd animal noises. They even had membership cards made up, complete with their motto "If you ain't horny, you ain't healthy!" Sounds like the elevation (7,200 feet) could have been a contributing factor. . .

The other highlight, if you could call it that, was the ongoing Olson 30/Thistle feud, which had to do with the pointy-bowed Olsons ramming Thistles as they 'played through'. "It got a little out of hand, especially at mark roundings. By the end of the weekend, the Olsons were taping a Thistle emblem on their topsides for every 'kill' they made," explained Mosher. "One Olson, *Kabala*, was an ace — he hit five of them!"

WEEKEND #1 (July 11-12):

OPEN MULTIHULL — 1) Frank Breckenridge, Goleta, Prindle 16; 2) Bob Engellenner, Fresno, Nacra 5.8. (12 boats)

C-15 'A' — 1) Allison Jolly/Mark Elliot, Long Beach; 2) Peter Drasnin, Oak Park; 3) Barbie Anderson, Santa Ana. (20 boats)

C-15 'B' — 1) Steve Holley, San Jose. (9 boats)

LASER — 1) Tom Jenkins, Morro Bay; 2) Jay Stokes, Oakland. (17 boats)

LASER II — 1) Brenden Richards, Carmel. (4 boats)

LIDO 'A' — 1) Craig Leweck, San Diego; 2) Charlie Cummings, Long Beach; 3) Ken Campbell, San Diego. (23 boats)

LIDO 'B' — 1) Al Perez, Anaheim; 2) Gary Schaffel, Marina del Rey. (17 boats)

DAY SAILOR — 1) Bill Fiock, Fremont; 2) Charles Wilson, Morgan Hill; W.L. Owens, Point Arena. (32 boats)

CATALINA 22 — 1) Terry Cobb, Sacramento. (8 boats)

WEEKEND #2 (July 18-19):

CAPRI 14.2 — 1) Jim Hammitt, Los Angeles. (7 boats)

HANDICAP LIGHT — 1) Mark Vollmer, Hawthorne, J/22; 2) David Clawson, Clovis, J/24; 3) Ralph Wessel, Fresno, J/24. (17 boats)

HANDICAP HEAVY — 1) Dave Mosher, Madera, Venture 21; 2) Lewis Waggoner, Fresno, Coronado 25; 3) Francis Samson, Fresno, Coronado 25. (22 entries)

MOORE 24 — 1) Joel Verutti, San Juan Bautista; 2) Doug Kirk/Jack Halterman, Santa Cruz; 3) Lester Robertson, State Line. (16 boats)

MOORE 24 (Nationals) — 1) Doug Kirk/Jack Halterman, Santa Cruz; 2) Lester Robertson, Sate Line; 3) George Wheeler, Santa Cruz; 4) Phil Vandenberg, Santa Cruz; 5) Pete Formica, San Diego; 6) Joe Durrett/Chris Watts, Santa Cruz. (16 boats)

VICTORY 21 — 1) Scott Holmes, Fresno. (8 boats)

SAN JUAN 21 — 1) Ruth Barcus, Tollhouse; 2) Jerry Hanson, Kerman. (13 boats)

SANTANA 22 — 1) Walter Smith, Fresno. (8 boats)

OLSON 25 — 1) Bob Farmer, Fresno. (4 boats)

THISTLE — 1) Michael Gillum, Roseville; 2) Dave Keran, Fresno; 3) Ron Smith, Sunnyvale. (18 boats)

505 — 1) Howard Hamlin, Long Beach; 2) Allison Jolly/Mark Elliot, Long Beach. (11 boats)

8 out of 11 TransPacific races entered.

Conditions were perfect for the record run: the Pacific High split in two as the 27-boat fleet approached, allowing most boats to shoot the windy gap between. *Merlin*, sailing in its 'turbo mode' (minus 36 seconds a mile under PHRF, or somewhere in the mid-90s if she were sailing in IOR) had two computers on board and two crew-members constantly monitoring them. "We knew what the weather would do because of our computer guys," explained Sinclair, the 38-year-old owner of a health services business. "Their accuracy was staggering."

Maverick, Les Crouch's red N/M 68, ar-

1992 Vic-Maui Race

Fleet	Class	Boat	Type	Rating	Skipper	Corrected
IOR - I						
3	1	*Maverick*	N/M 68	69.10	Les Crouch	09:03:25:45
5	2	*Lucille*	Frers 50	38.73	Kevin Stamper	09:11:52:49
6	3	*Hokulele*	N/M 68	69.07	Richard O'Neill	09:18:57:16
IOR - II						
1	1	*Gen. Hospital*	Farr 40	29.99	Sandy Huntingford	08:22:42:38
2	2	*Mad Max*	Davidson 40	30.00	Wink Vogel	09:00:17:02
4	3	*Carmanah*	Peterson 41	26.43	Frank Van Gyn	09:06:12:34
DNF		*Foxfire*	Kaufman 44	28.08	Storie/Paget	
PHRF - I						
1	1	*Merlin*	Lee 67	-36	Dan Sinclair	10:22:20:47
3	2	*Atalanta*	Tripp 74	25	Dick Hedreen	11:19:50:48
12	3	*Charisma*	S&S 56	33	John McMillan	13:10:25:02
14	4	*McFastrack*	MacGregor 65	-12	Denis Cressey	13:20:50:57
DNF		*Ajax*	SC 40	45	Walter Schwenk	
PHRF - II						
4	1	*Panache IV*	Centurion 47	90	Helmut Hahn	11:21:32:07
5	2	*Sanfire*	C&C 43 MkII	72	Bob Stacey	11:21:58:18
6	3	*Lady Meg*	Spencer 44	99	Les Landes	12:00:34:52
7	4	*Eclipse*	Perry 45	66	Pete McLean	12:07:03:16
13	5	*Passing Cloud*	Roue 68	99	Greg Sager	13:13:04:41
DNF		*R.J. Squirrel*	Swan 39	84	Chris Otorowski	
PHRF - III						
2	1	*Nuance*	Hughes 80/20	204	Tom De Roos	11:15:46:21
8	2	*Windancer IV*	Shannon 50	100	Scott Wurtele	12:09:27:39
9	3	*Luna*	Yamaha 33 MkII	135	Dennis Manara	12:09:44:14
10	4	*Meredith II*	C&C 38 MkII	117	C. & B. Holmes	12:09:55:06
11	5	*Wind Chaser*	Islander 30	189	Michael De Man	12:10:25:10
IMS						
1	1	*Jo*	J/44	553.60	Tom White	N/A
2	2	*Vendetta*	Moody 44	644.70	Michael Hope	N/A
3	3	*Hooligan*	Cal 40	632.90	Gilbert Wood	N/A
4	4	*Hone Koa*	X-402	584.20	Bill Say	N/A

Merlin Breaks Vic-Maui Record

The magical *Merlin* did it again, establishing a new course record of 9 days, 23 hours, 15 minutes and 59 seconds in last month's 14th biennial 2,308-mile Victoria-Maui International Yacht Race. Charterer Dan Sinclair and his Vancouver-based crew knocked 46 minutes off the previous record, set in 1978 by *Merlin* in her younger years. The legendary Lee 67 is now 2-for-2 in Vic Maui competition, and has won an amazing

rived at the Lahaina finish line eight hours after *Merlin*. Three boats in the 27-boat fleet DNFed with rudder failures: *Ajax* and *Rocket J. Squirrel* put into San Francisco (see *Sightings*), while *Foxfire* was towed into Honolulu.

Race Notes

Pacific passion: We were going to do a full preview of the upcoming **Kenwood Cup** (August 1-14), but then realized we really



'Merlin' — 15 years old and still going strong.

don't know too much more than the smallish 36-boat entry list that appears on the next page. The concurrent Two Ton Worlds will be by far the most interesting part of the show — with the exception of *Uin Na Mara*, which generously agreed to be the 'sacrificial' eighth boat when the Russkies pulled out, anyone could win. Other noteworthy entries include *Yamaha* (a new Whitbread 60 that rates an astronomical 112 under IOR), *Dreampic* (a Farr 45 sistership to *Gaucho*), *Warspite* (the Wylie 42 'race version' of *Scorpio*), *Cookson's High 5* (a hot new Farr 40) and the all-woman Japanese team on the J/35 *Urban Renewal*. Our prediction? Barring breakdowns, the Japanese White Team of *Siesta*, *Swing* and *Donky VI* will win the Kenwood Cup. Look for a feature article next month.

Horizon job: California YC's Peter Wells and crew Andy Zinn destroyed the 32-boat fleet at the windy **Laser II North Americans** hosted by Richmond YC on July 2-5. They took six straight bullets — virtually uncontested — and would have won the seventh race as well had they chosen to race. Paul Hannam and Brian Storey of Vancouver finished a distant second, followed by Longhorn YRA's Peter Katcha and Josh Adams, who won the Youth Championships in Laser IIs at Long Beach the week before and subsequently won the **Laser II Nationals** in Bellingham, WA, the following week. The top local boats were **Brady and Bryant Sih** (4), Matt McQueen/John Meade (8), Vaughn Seifers/Forrest Fennell (9) and Bart Harris/Ron Loza (10). The latter duo also won the master's trophy for over-30 sailors.

Utter chaos: Stockton Sailing Club's **5.5 West Coast Championship** on July 4-5 attracted nine boats, all ditch-dwellers. "We tried to get boats from outside the area, but these boats are really hard to trailer around," said Terri Hawkings. Conditions for the 3-race regatta were "normal" — windy, sunny and humid — as were the results: local sailmaker Jim Warfield dominated the event with *Chaos*. Tying for second were *Maverick* (Mike Keller/Brent McDonald) and *Bandit* (Terri and Ray Hawkins/Chris Shepherd). Twelve 5.5s currently reside in Stockton, with a 13th one coming from San Diego at the end of the summer. "It's a fun fleet which offers good racing comparatively cheaply," claimed Hawkins. "Lots of us own 5.5s in racing partnerships, and still have enough money left over for a cruising boat. It's the best of both worlds up here."

Love that dirty water: Dead rats, used condoms, plastic bags and two refrigerators were among the objects spied floating in the water off **Barcelona**, Spain, just before the Olympic competition began (July 27-August 4). Conditions have been abnormally gross — particularly for the windsurfers — due to recent rains which flooded surrounding tributaries to the Med. To refresh your memory, the 1992 U.S. Olympic Sailing Team consists of the following: Europe Dinghy (Julia Trotman, NY), Finn (Brian Ledbetter, San Diego), 470 Men (Morgan Reeser/Kevin Burnham, Miami), 470 Women (JJ Isler/**Pam Healy**, San Diego and Pt. Richmond), FD (Paul Foerster/Steve Bourdow, Texas), Soling (Kevin Mahaney/Jim Brady/Doug Kern, Maine), Star (Mark Reynolds/Hal Haenel, San Diego), Tornado (Randy Smyth/Keith Notary, Florida), Windsurfer Men (Mike Gebhardt, Florida) and Windsurfer Women (Lanee Butler, San Juan Capistrano).

Minimum fee, maximum fun: That's how Mike McQueen is promoting Richmond YC's inaugural **Junior Invitational**, aka the "Little Daddy," on August 29-30. "Our idea is to get all Bay Area junior sailors together one more time before school starts," stated McQueen. "It's an end of the summer blow-out!" Racing will be in El Toros, Lasers and maybe even J/24s. Call Mike at (510) 736-9252 to hear the full scoop.

Star gazing: **John Kostecki** dominated the lightly-attended local Star Fleet Championship on June 20-21. St. Francis YC hosted the four race event, which was held in moderate conditions off the Oakland Airport. Complete results: 1) John Kostecki, 3 points; 2) Kimo Worthington, 17.4; 3) Steve Gould, 18.7; 4) Doug Smith, 29.7; 5) Ron Collins, 34.4; 6) Rich Pierce, 46.4; 7) Rob Andersen, 47. The regatta was a tune-up for what promises to be the highlight of the summer for local racing fans — the StFYC-hosted **Star Worlds** on October 6-18.

Fly like an eagle: Steve Miller won the **Mayor's Cup Independence Day Regatta** on Oakland's Lake Merritt on July 5. The cup — awarded to the winner of the biggest class — went to Miller in a tiebreaker with Tom Burden in the 14-boat El Toro Senior fleet. Nicholas Nash won the El Toro Juniors (4 boats); Jim Kearney won the Holder 12s (4 boats) and Paul Manning won the Open Division (3 boats) in a Laser. Typical of Lake Merritt, winds were fickle for the

morning race, but picked up nicely for the two afternoon tilts.

On the road again: resident rockstar **Dee Smith**, fresh from the One Ton World Championships in Denmark, was in San Francisco in mid-July just long enough to read his mail and do his laundry. Then, it was off to England, where he'll do tactics on the N/M 46 *Collaboration* in the inaugural **Rolex Commodore's Cup**, which is shaping up to be a great IMS battle between 13 countries. "The U.S. team of *Collaboration*, *Gaucho* and *Falcon* has a really good chance to win this overall," figures Dee, who says the IMS rule is working better in Europe than it is here ("Americans love to make rules more than they love to sail").

After that, Smith's off to drive *Sharp*'s (aka *Perestroika*) in the Kenwood Cup. Then, it's to Australia to check the progress on the IMS R/P 50 *Morning Glory*, a project he's overseeing for a German owner. Then, it's to Sardinia for a One Ton event, the Swan Cup and the Sardinia Cup. Then, back on the silver bird to Australia, and eventually to Capetown to sail *Morning Glory* in the revived **Capetown-Rio Race** in January. Whew! Why are we telling you all this? Dee promised to keep us informed on all these interesting grand prix events — if we'd help him sublet his one bedroom Marina District apartment until February. Good luck finding him if you're interested.

Knarrly stuff: competition in the Knarr class is heating up as the 28-boat local fleet dukes it out to see which 12 boats will earn the right to sail in the San Francisco YC-hosted **International Knarr Championship** (IKC) on September 6-12. Seven Danish and six Norwegian crews will challenge our local Knarr-stars on the Olympic Circle in the six-race round robin. With 11 out of 15 races sailed (and 3 throw-outs factored in), the local contingent will probably consist of the following: 1) *Redtail* (Horick, Fong, Williams), 22.5 points; 2) *Alice*, 25.5; 3) *Wintersmoon*, 36.75; 4) *Lykken*, 40.75; 5) *Kestrel II*, 41; 6) *Peerless*, 45.75; 7) *Huldra*, 51.75; 8) *Benino*, 54; 9) *Whistler*, 55; 10) *Nordlys*, 55.5; 11) *Huttetu*, 60; 12) *Red Witch*, 68.

Who's the best? The top 10 international match racers in the world will descend on Long Beach YC on August 16-23 to slug it out in the **1992 Mazda World Championship of Match Race Sailing**. At stake is $135,000 in prize money as well as the honor of being the world's best match racing skipper. Chris Dickson, Peter Gilmour, Peter Isler, Russell Coutts and Ed Baird have already committed to come; Eddie Warden-Owen is almost certain to accept. Other invited skippers are Paul Cayard, Rod Davis, Jesper Bank and Bertrand Pace — if they can't make it, the ranks will be filled by the likes of Roy Heiner (Netherlands), Chris Law (England) and US Olympic Soling sailor Kevin Mahaney. Whoever wins the event will have survived 95 match races in identical Catalina 37s to claim the $32,000 first prize.

Meanwhile, around the country: *Bengal*, a J/35 out of Newport, R.I., won the Chelsea Clock for best overall performance at *Yachting* Race Week at **Block Island** at the end of June. . . Jud Smith of Marblehead beat out Dennis Conner, lately of The Big Apple, in the most hotly contested class — the Etchells — at the recent **Michelob Newport Regatta** (ex-Volvo). Some 251 boats competed on five different race courses. Will Michelob come to the rescue of our own ex-Volvo Regatta?. . . *Marilyn* (ex-*Tak*), **Monroe Wingate**'s new J/44, was competing in her first regatta, *Yachting* Race Week at Whidbey Island, as we went to press. . . Mark Laura of Seattle won the **J/24 North Americans** at Long Beach YC on July 14-17. Seadon Wijsen and Don Oliver came in fourth with *Casual Contact* in the 49-boat fleet. . . Paul Cayard sailed the R/P 50 *Abracadabra* to victory over 9 boats in the **International 50-Foot World Cup Regatta** at Palma de Mallorca.

Blue blazers and topsiders: The 638-mile **Bermuda Race**, a quick one this year, was improbably won by the U.S. Naval Academy's Swan 48 *Constellation*, a boat that was donated to the cadets 20 years ago. **Carl Schumacher** and Scott Owens sailed aboard Class D winner *Cepheus*, a new Schumacher 40 owned by Shep Poor. *Ptarmigan*, Poor's previous boat, came in second in Class D with Bay sailors Ciaran Phibbs, Andy Vare and Ray Atkin. *Olé*, the only West Coast entry, did gruesomely in the mostly upwind race.

Non-events: Unfortunately, the **41st Boreas Race** was a bust this year, as the wind gods pulled a no-show. Twenty-one boats ranging in size from a Santa Cruz 50 to a Moore 24 sailed out the Gate on the overcast morning of July 3; most of the fleet

1992 Kenwood Cup Entries

Boat	*Type*	*Owner/Rockstar*	*Country*
IOR - Class A			
Hokulele (ex-Drumbeat)	N/M 68	Richard Taubman	USA (SanDiego)
Yamaha	Farr 62	Yamaha Corp./Ross Field	NZ
Champosa (ex-Diane)	N/M 50	Mark Morita/John Kolius	USA (HA)
Ragamuffin (ex-Will)	Farr 50	Syd Fischer/Hugh Treharne	Australia
Will (ex-Windquest)	Farr 50	Ryouji Oda	Japan
Mauna Lani Flash	Peterson 50	Art & Libbie Kamisugi	USA (HA)
IOR - Class C (Two-Ton)			
Bravura	Farr 45	Loube/Disney/Haines	USA (SF)
Corum Rubis (ex-Unibank)	J/V 44	Corum Corp./Luc Gellusseau	France
Donky VI	Farr 44	Shuli Doi/Kimo Worthington	Japan
La Rouge	Farr 44	David & Giuseppe DeGennaro	Italy
Shockwave	Farr 44	Crichton/Dickson/Dodson	NZ
Siesta	R/P 44	Masatoshi Kawaguchi/Jim Pugh	Japan
Swing	J/V 44	Shigeyuki Suzuki	Japan
Uln Na Mara	Farr 42	Jim Barnhart & Rich Page	USA (HA)
IOR - Class E			
High Roler	Holland 42	John Fairbank	USA (HA)
Boy	Farr 40	Takashi Yamada	Japan
Mad Max	Davidson 40	Harold Cudmore/John Storey	Ireland
Matenrow	Yokoyama 40	Aoyama/Suzuki/Rick Dodson	Japan
IMS - Class B			
Atalanta	Tripp 73	Richard Hedreen	USA (Seattle)
Starlight Express	Davidson 55	Chris Packer	NZ
Wild Thing	Inglis 47	Grant Wharrington	Australia
Dreampic	Farr 45	Nippon Tel. Co. (NTT)	Japan
Phantom	J/44	Jack Clapper/Mike Johnson	USA (SF)
Power Play	Davidson 42	Pete Richards/Ryutaro Nishida	Japan (HA)
Warspite	Wylie 42	Kevin Meechan	USA (HA)
Sassy II	Elliot 39	Tom McCall	NZ
IMS - Class D			
Be-One	Taylor 43	Haseko Corp./Kohei Goda	Japan
Cookson's High 5	Farr 40	Mick Cookson/Geoff Stagg	NZ
Osprey	SC 40	Nick Barran	USA (LA)
Prime Time	Olson 40	Alan & Bunny Chatham	USA (HA)
Sharp's (ex-Perestroika)	Jeppesen 39	David Clarke/Dee Smith	USA (NJ)
IMS - Class F			
No Problem	Beneteau 41	Satoshi Utsumi	USA (HA)
Medicine Man	Lidgard 36	Duthie Lidgard	NZ
Ice Breaker	J/35	Doug Taylor	USA (HA)
Kaimiloa	J/35	David Nottage	USA (HA)
Urban Renewal	J/35	Les Vasconcellos/Tomoe Yonishi	Japan (HA)

threw in the towel between Pillar and Pidgeon Points. See *Letters* for more. . . The **Open 30 Regatta** scheduled for July 3 was canceled due to lack of interest, which makes the 30's upcoming Big Boat Series 'sideshow' their only appearance of the year.

Perking right along: After 24 of 33 races, **Chris Perkins** and crew Matt Ciesicki and Stu Eddings have a firm lead in the **Etchells summer championship season**. Two more contests remain, the Albert Simpson Regatta on August 1-2 and the Hank Easom Founders Cup on October 3-4. The top ten, after 6 throwouts, looks like this: 1) Chris Perkins, 36.5 points; 2) Barton/Silvestri, 45; 3) Mike LaHorgue, 58.5; 4) Easom/Mohn, 66.5; 5) Ken Munro, 93; 6) Don Jesberg, 94.25; 7) Jeff Madrigali, 119; 8) Kers Clausen, 145.75; 9) John Ravizza, 146; 10) Healy/Coggan, 152.50.

The high caliber of our local Etchells fleet was further confirmed down at Alamitos Bay YC (Long Beach) on July 15-18, when Russ Silvestri won the **Etchells North Americans** over a 30-boat fleet that included the likes of Dave Curtis, Bill Menninger and Ian Bashford. Sailing *Mr. Natural* with co-owner Bill Barton (middle) and Scott Inveen (bow), Silvestri put together a masterful 2,2,3, 2,PMS,5 series to finish 10 points ahead of Curtis. Four other Bay Area boats sailed in the windier-than-normal series: John Ravizza (5th place), Mike LaHorgue (8), Kers Clausen (18) and John Sutak (30).

South Bay YRA news: 25 boats, a healthy turnout, sailed in **SBYRA race #4** off San Leandro YC on July 18. Winds ranged from 2-20 knots during the course of the 11.25 mile lap around the South Bay. Top two in each class were: Div. A — 1) *Coyote*, 2) *Spellbinder*; Div. B — 1) *Dolphin*, 2) *Fat Bob*; Div. C — 1) *'B-25'* (*ed. note* — hey, name this thing if you're going to start winning races!), 2) *Zodiac*; Div. D — 1) *Friday's Eagle*, 2) *Leeward*.

Mini-marathon: Andreas Cove YC and Bruno's Island Marina held their **11th Annual Island-to-Island Race** on July 18-19. The 107.9-mile PHRF pursuit race from the Delta around Angel Island and back attracted 10 boats, only 5 of which finished despite good weather. The winner, Tom Goodwin's Newport 30 *Georgie Girl*, finished the trip in 19 hours, 41 minutes. The other four finishers were: 2) *Light N' Up*, Express 27, Jim Warfield; 3) *Midnight Bowline*, C&C 29, Bob Harford; 4) *Pogo*, Newport 30, Herb Heil; 5) *Dementia*, Santana 30/30, Chris Bruno.

Can't drive 55: Almost though! **Russell Long** finally broke the 50 mile an hour barrier with *Longshot* in Tarifa, Spain, last month. Long upped his own world speed sailing record to **43.55 knots**, just a click under the outright speed record of 44.66 knots set by boardsailor Thierry Bielak last April. More on this next month when Russell returns.

Championship round-up: A whole bunch of **national championships** occurred near the end of last month. We'll follow up on these events next month, but in the meantime here's what you need to know: Bill Riley's *Pearl* took the lightly-attended **Olson 25** Nationals at Huntington Lake. . . Doug Kirk and Jack Halterman sailed *Adios* to victory in the **Moore 24** Nationals, also at Huntington Lake. . . Dave Hodges and Gene Ryley teamed up on *Flying Circus* to win the **Express 27 Nationals** down in Santa Cruz against a 13-boat fleet. . . John Skinner's *Diana* beat 23 boats to win the Richmond YC-hosted **Santana 22 Nationals**.

Tune in next month for details.

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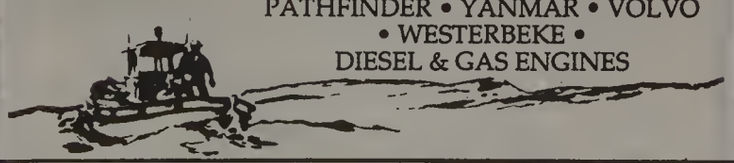
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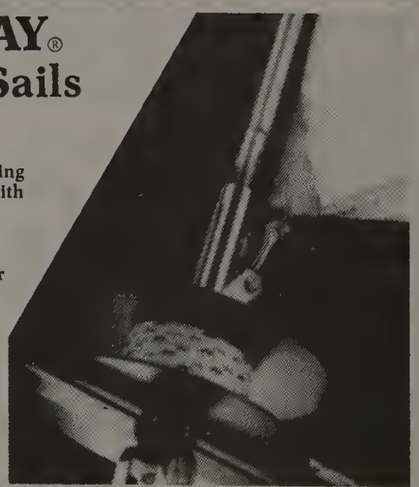
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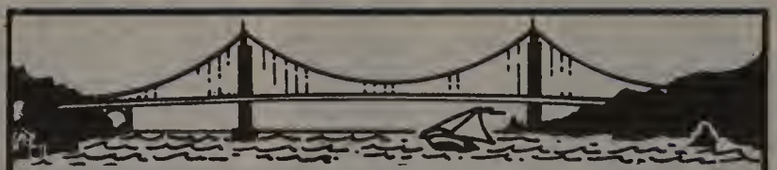
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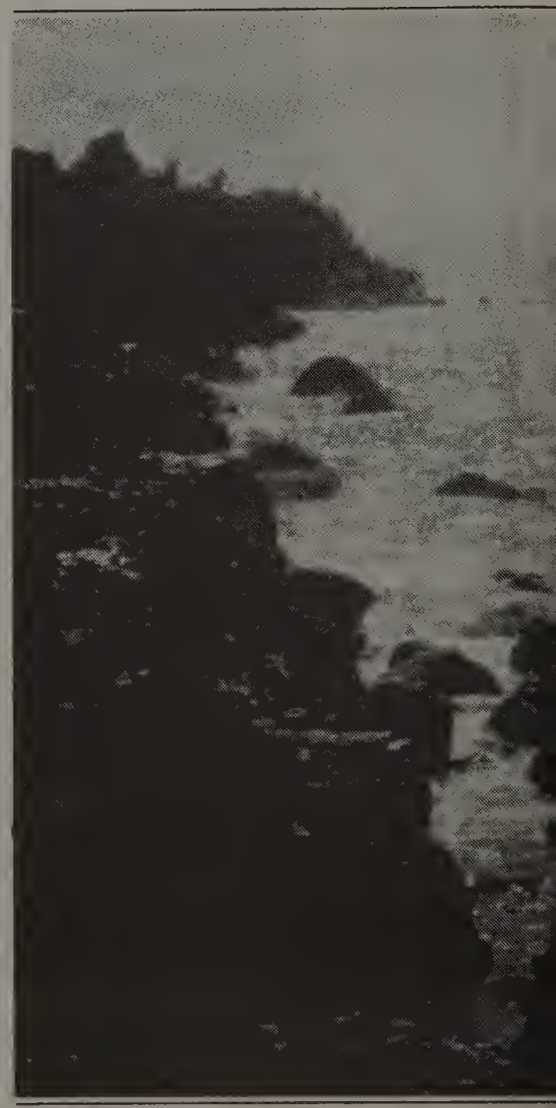
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CHANGES

*With reports this month from **Avatar** at Cocos Island and mainland Costa Rica; from a **Group of Cruisers** 'keeping it clean' at Isla San Francisco; from Lowell North's **Wanago** having rig problems in the South Pacific; from **Touched** on a Mayday this January; from **Harmony** on her trip to Hawaii and back to California; from **FellowShip** at Stewart Island, south of New Zealand's South Island; and, **Cruise Notes**.*



Avatar — 45-Ft Aluminum Cutter
George & Brenda Milum
Golfito, Costa Rica
(Northern California)

For the second time in as many years, we on *Avatar* decided not to head for the South Pacific. In early February we got dire warnings concerning El Niño. Vernon Kouska of Washington, D.C. — 'Mr. El Niño' himself — cautioned cruisers not to sail to French Polynesia this year. He said those who insisted on doing so should not leave before the middle of April. But our plan had been to leave at the end of February. We wanted to be in the Marquesas in April when they are less rainy, buggy and rolly; in the Tuamotus in May, then arrive in Papeete by mid-June so we could fly home for our daughter's graduation from UCSB. We were also to be joined by Scott Dallman, whose Freeport 41 *Oasis* was berthed in Alameda before he moved her to Dana Point.



AVATAR

The hour hike to this refreshing waterfall on Cocos Island is well worth the effort.

With the El Niño warnings throwing our entire schedule off, as well as making it impossible for Scott to crew for us, we decided it would be better to change destinations rather than our schedule. So on February 29, after frantically copying borrowed charts for Costa Rica and Panama, sewing new flags and finding out as much as we could about Central America, we departed Puerto Vallarta.

Our first stop was Isla Socorro, 350 miles off the coast of Mexico. After five cold and windy days there, we headed for Costa Rica's Cocos Island, some 1600 miles southeast. That passage took 12 days, half of which was good and half of which was bad. We spent six days sailing hard to weather in 25-30 knots of wind and 10-12 foot lumpy seas. These were the effects of a Tehauntepec'er 350 miles out in the gulf!

Cocos was everything a tropical island should be: warm, lush, beautiful, with great snorkeling and diving. Because of the El Niño, the water was 5° warmer than usual. The skipper of a dive boat said that there were fewer fish, but we still thought there were plenty. He also said that the schools of hammerhead sharks were staying 150 feet down where the water was cooler — which was fine by us. We did see a number of reef sharks, but they paid no attention to us. On shore we made a one-hour hike to a 100-foot waterfall. Plunging into the pool beneath the cascading falls was a treat!

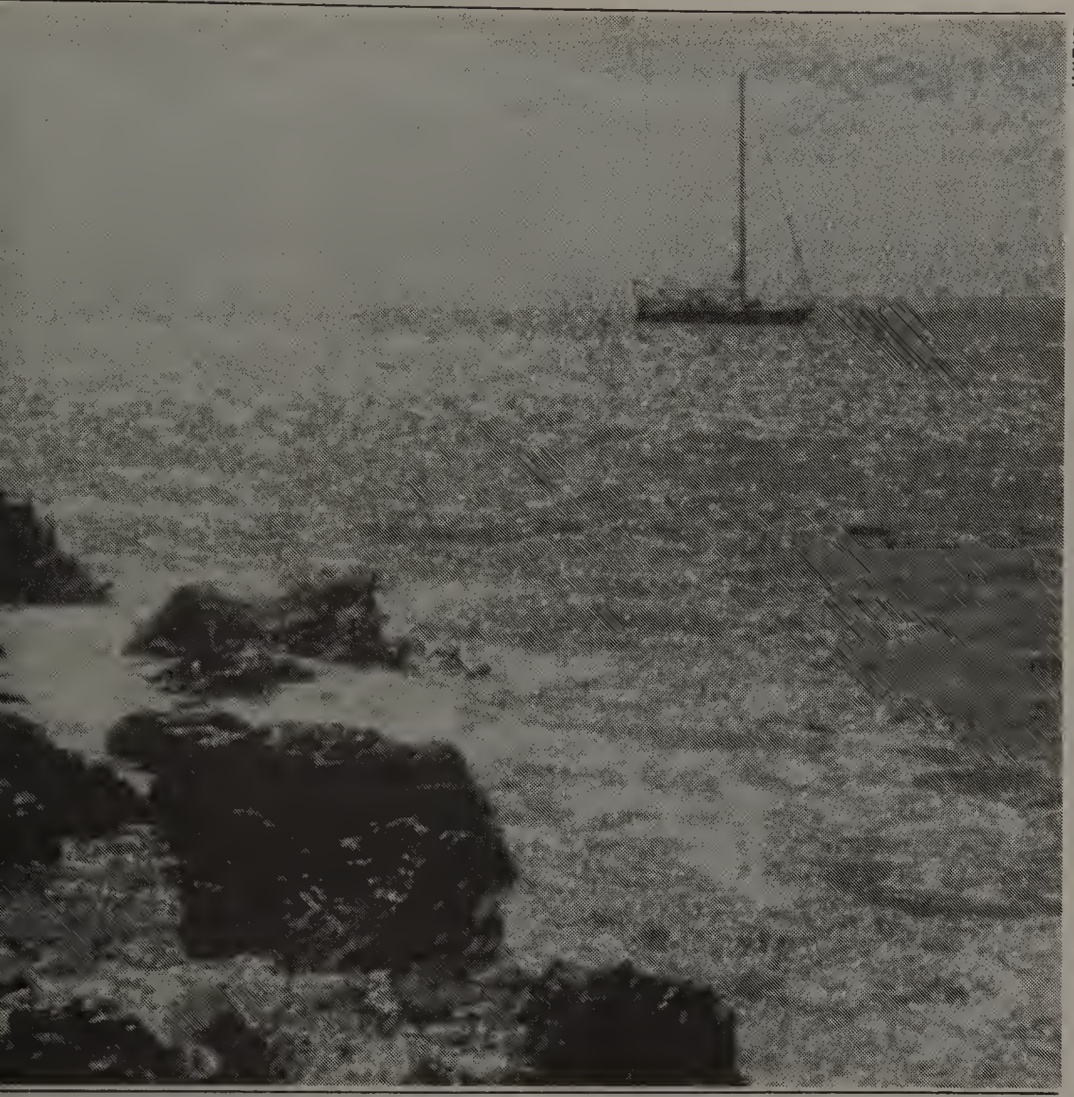
Mainland Costa Rica, our next stop, was a beautiful country with spectacular inland travel, but the coastal waters are exceedingly murky and the snorkeling lousy. When we return from the United States in late June, we plan to dawdle through the Pacific Islands of Panama and transit the Canal in August. From there we'll go to San Blas, Cartagena, the Bay of Islands, and spend Christmas in Belize. After that, who knows?

We may get to the South Pacific some day, but we know we lost our best shot. Panama, for example, is 3,800 miles from the Marquesas — or 1,000 miles further away than from Puerto Vallarta. Having heard about the perfectly normal passages that the boats had that left after the El Niño scare died down made us regret we were unable to wait and see if it made sense to head west. Oh well.

Some thoughts of topics of interest to cruisers:

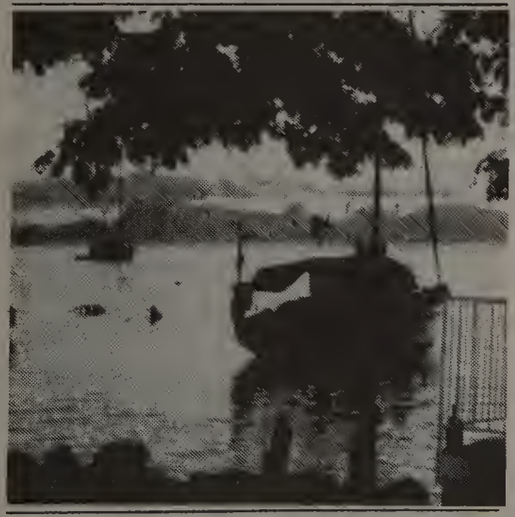
Cockroaches: We had cockroaches for many months, but they were few and small, and therefore didn't bother us. We'd lackadaisically put out boric acid and other poisons in the galley, but didn't make much headway. When we arrived in Costa Rica, however, the heat seemed to bring them out in force. So much so that they threatened to take over the boat! So we got serious by cleaning out our lockers and sprinkling spoonfuls of boric acid mixed with sugar everywhere we could. We haven't seen a cockroach in a month and hope we are rid of them for good.

Provisioning: Don't be seduced by the Price Club! I bought huge boxes and jars of various products because I, like everyone else, thought it was so economical. But I found I've had to throw out lots of unused



AVATAR

food. I suggest folks don't buy food they don't eat at home, as you really don't change your eating habits much while cruising. Buying a bunch of Spam, for instance, seemed like a good idea at the time, but I still have all that I bought two years ago.



LATITUDE 38/RICHARD

While 'Avatar' didn't make it to the South Pacific, a whole quayful of cruisers did.

If you are definitely going to the South Pacific, where the prices are prohibitive, it makes sense to bring all the food you possibly can. But if you're headed to Mexico and Central America, you can find all the fresh fruits, vegetables and meat you could want, plus many canned goods. We've been eating inexpensive, delicious fresh produce for two years — and now I find that some of the canned goods I thought we'd need have gone bad.

I have also learned to buy small bottles and packages of such things as catsup, relish and pasta. If you buy really big bottles or packages, it often goes bad before you can eat it.

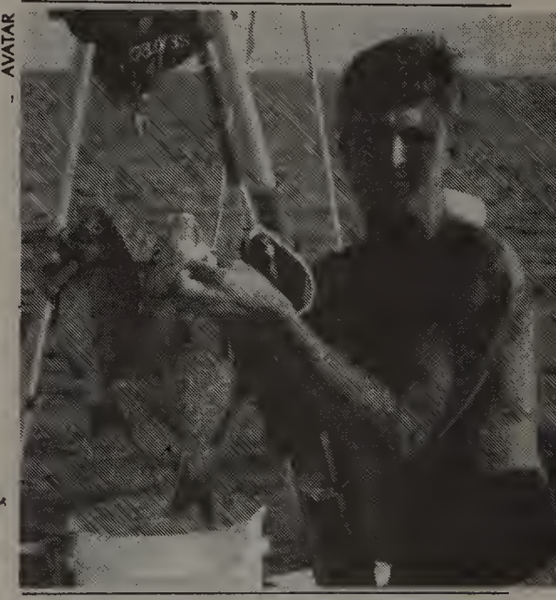
Charlie's Charts of Costa Rica: Everyone we've spoken with considers this guide very disappointing. Anyone who has used other *Charlie's Charts* — or indeed any other guide — realizes that there are always some mistakes and differences of opinion. But the mistakes in the $23.50 guide to Costa Rica, written by Charlie's widow Margo, are myriad. She simply couldn't have spent much time down here, at least not on a boat.

Some sample errors: The fee at Cocos Island is less than $12/day for a 15 meter boat with two people, not the $50 to $200 she says. Her depiction of the rocks in the passage between Pta. Quesera and Islas Negritas is so misleading as to be dangerous. At Manuel Antonio, the drawing of Islas Gemelas does not truly show the reefs between and surrounding them. Her Drakes Bay map omits the river at the west end of the beach, which is a delightful jungle dinghy ride, and the landing for the excelient restaurant at Cabaiiito de Mar. Looking for her 5-8 fathoms at Puerto Jiminez, we went from depths of over 100 feet to 7½ feet in about 25 yards. Too late to continue on to Golfito, we finally anchored in 59 feet of water just two boat-lengths from being aground. We set every alarm we could but still spent a very nervous night. And, you should enter Golfito leaving the third buoy to starboard, not to port.

We have heard similar complaints from cruisers in areas of Costa Rico we have not yet visited. Many said they plan to write *Latitude* about it, so my comments may be superfluous. But the consensus is that Margo traded on Charlie's fine reputation and published a poorly researched guide.

— george & barbara 6/92

George & Barbara — While we understand your hesitation to cross the Pacific in this El Niño year, it's too bad you didn't. As you no doubt read, many cruisers had consistent winds and swifts passages from Panama, Mexico, California and the Pacific Northwest. Incidentally, there's nothing stopping you from still heading west. While the Panama to Galapagos to Polynesia run is a long one, it's quite popular with European cruisers, so you wouldn't be alone.



AVATAR

Scott Dallman holds up 'Avatar's' catch of the day. With plenty of fresh fish, you don't need tuna from the Price Club.

CHANGES



Spread; the clean-up crew at Isla Francisco. Inset, burning combustibles at the beachside incinerator.

Keeping It Clean
Michael, Tristin, et al.
Isla San Francisco
Baja California Sur

Any time a group of cruisers gets together in an anchorage, you can bet a good time will be had by all. Just such a happening occurred at Isla San Francisco in the Sea of Cortez during the first week of June, when Michael & Tristin of *Stormy Weather* from Bellingham, Al & Mary of *Sunship* from Carson City, Don & Adele of *Steeldiver* from Klamath Falls, Bill & Viki from *Traveller* of San Diego, and Bob & Rita of *Ritana* from Vancouver got together to share their ideas and energy on how to make a difference on that lovely island.

Each of the couples on these boats had spent hours, if not days, exploring Isla San Francisco's beauty and charm. And all were disturbed by the telltale signs of man's disrespect for nature, as each hiking or snorkeling adventure involved an encounter with litter. Concern over garbage disposal was the main topic of conversation June 2, the evening of the pot-luck on the beach. Each yachtie shared their vessel's trash management plan and ideas on how we could *all* make a difference in the Sea of Cortez — where there is no established waste-removal system. It became clear to all of us that the problem and solution is a personal one. By evening's end, a plan had been formulated to help maintain nature's beauty and ensure a grand setting for the next visitors.

So it was that at 0930 on June 3, the crews of the five boats met on shore with garbage bags and launched a 2½-hour clean-up of Isla San Francisco. Don & Adele, Tristin, Bob & Rita dove in the anchorage, retrieving man's discards from the sandy bottom. Meanwhile, Michael, Al & Mary, and Bill & Vicki, combed the beach and brush collecting trash. Al sifted through the burn-barrel, removing non-combustible materials.

By noon the team had filled 19 large garbage bags with various forms of trash! The burnable items were incinerated. The bottles and cans were another problem — but not for long. Since a few couples were returning to La Paz, they volunteered to crush the aluminum cans and see that they reached a recycler. Disposing of the many bottles and jars created a perfect reason to get together, so armed with buckets (to fill the bottles with sea water), the new 'sanitation engineers' climbed aboard *Sunship*, motored three miles offshore, and had a bottle-sinking party in 400 feet of water.

It was a great day! Not only were new friendships formed between some great sailors, but a difference was made on Isla San Francisco for the next visitors to enjoy.

For those who read this article and find fault with our group's answer to particular refuse problems, great! Our concern is merely to draw attention to the trash problem in the Sea of Cortez, elicit the best suggestions for solving it, then encourage all cruisers to participate. In that way each of us will have had a positive impact each time we visit an island.

Al and Mary from *Sunship* created the following statement of purpose and suggestions for disposal of trash:

If each of us cruisers would take just one bag of trash from each anchorage we spend a significant amount of time at, think what a difference it would make in our cruising grounds. If it were our cruising policy to leave each anchorage a little cleaner than we found it, we could at least make a small impact on the world and create a more positive image of cruisers. Right now, many non-sailors operate under the misconception that we cruisers are interested only in our pleasure and contribute nothing.

Some specific suggestions:

1) Set a specific goal of trash collection at each anchorage. It may be the filling of one trash bag or spending an hour or two searching for enough trash to fill a bag.

2) Burn the paper, plastics, fishing line, etc. Do this in an incinerator established for this purpose or below the high water line so that the remains will be washed out to sea. If burning, remember not to let the fire get out of control.

3) Aluminum cans should be crushed and taken to port for recycling.

4) Fill glass bottles with water and deep-six them in several hundred feet of water at least three miles from shore. The MARPOL V international treaty requires that all glass should be broken into one inch pieces before it is dumped offshore, but this simply isn't practical after you've picked up several large



bags of them. If it were necessary to break bottles into one-inch squares, we're afraid people wouldn't pick them up.

5) If returning to a U.S. port, bring all trash with you, as marinas are required to accept all trash and waste from vessels.

6) Unfortunately, most small towns and villages in Mexico are not equipped to handle extra trash, which is why we suggest burning plastics and deep-sixing glass bottles.

7) Preparation can make a big difference. On *Sunship*, we try to repackage everything in reusable containers before bringing it onboard. As a U.S. flag vessel, we are bound by the MARPOL V treaty with regard to dumping in the ocean, and repackaging makes it easier for us to conform with the treaty. Trying to conform with the treaty is also the reason why we try and use as few bottles as possible.

8) Another benefit of proper waste-management is that the people of villages and settlements may learn, to their own benefit, how to better dispose of trash.

— michael & tristin 7/10/92

Wanago — Tayana 55
Lowell & Danny North
Mid-Pacific Crisis
(San Diego)

After almost a month at sea — and one major mid-ocean crisis — we're at Tahuata Island, near Hiva Oa, in the Marquesas.

Our cruise to Australia started uneventfully enough with a pleasant April sail to Cabo San Lucas via several of Baja's offshore islands. We partied, provisioned and prepped the boat for four days in Cabo prior to a planned 3,000-mile passage to Pitcairn and Henderson Islands via the Revillagigedos (Socorro, Clarion and Benedicto, which are some 300 miles southwest of Cabo San Lucas). Ultimately we skipped Socorro in favor of Clarion, which has only a small fishing camp.

As with most islands off the Pacific coast of Baja, Clarion is as ruggedly beautiful as it is isolated. Due to the unusual heavy rains which had drenched the west coast of Mexico the two months before, Clarion was quite green. Fishing at Clarion was like shooting fish in a barrel. We caught fish trolling when we arrived as well as when we left. We caught fish with poles while at anchor and from the dinghy. There are hungry fish at Clarion! The diving wasn't bad either.

On May 2 we left Clarion in a light following breeze bound for Pitcairn. Once we made the transition from the northwest coastal winds to the northeast trades, we jibed and headed south for the doldrums of the InterTropical Convergence Zone (ITCZ). The winds were flukey in the ITCZ, so we intermittently sailed and — when our boat speed fell below three knots — motorsailed.

There weren't as many fish in the ITCZ, although we caught yellowtail coming and going as well as simultaneously hooking two mahi mahi from twin trolling lines. The lack of fish wasn't a problem as we still had lots of tuna and wahoo in the freezer.

By the time we reached the doldrums, we had made several repairs to the boat: bleeding the Perkins; fixing the fuel injector threads, which we ourselves had stripped; putting the generator seawater pump back together (after tearing it apart and finding nothing was wrong with it). The sort of stuff all cruising sailors do.

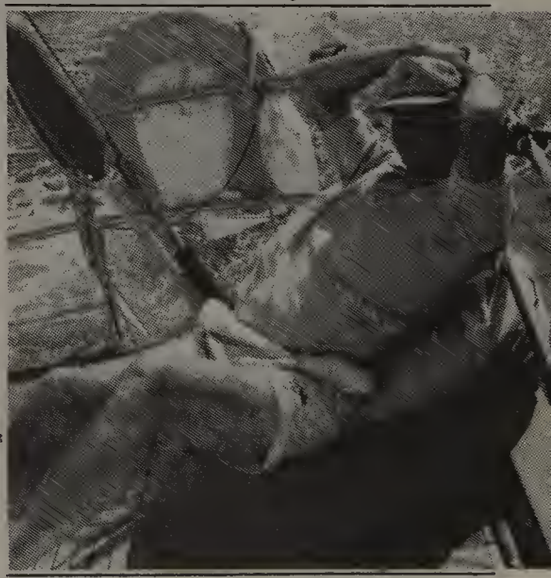
We celebrated crossing the equator on May 10 with cocktails and an appearance by King Neptune and a chorus line of mermaids. Shortly thereafter, we were in the trades again, but this time the southeast trades of the South Pacific.

Four days after crossing the equator, we were charging to the south toward Pitcairn with a reefed main and 20% of the roller furling jib. It was blowing about 25 knots with 8 to 10 foot seas at 0130 when I heard a bang! and crash! from below. I checked around with a flashlight and couldn't find anything amiss. But then there was another bang! and crash!, and the mast came down.

It was disappointing to be dismasted 800 miles from the nearest land and 4,000 miles from the nearest replacement spar. It was also worrisome because the mast remained attached by all the rigging and was thrashing around at *Wanago's* waterline. After several hour's work, we had the mast — with the headsail and main still attached — secured by six halyards some 30 feet beneath the boat. We 'babysat' this for another day hoping for calmer seas, during which time we might be able to pull the larger pieces aboard. The seas remained rough, however, and while we managed to end-for-end the mast so the tip was toward the bow, the lines parted one by one until the external spinnaker halyard shackles broke and the whole rig sank to the bottom.

A week later after a mid-ocean jerry can fuel transfer from Kellogg and Diana off the San Francisco-based Porpoise ketch *Swan*

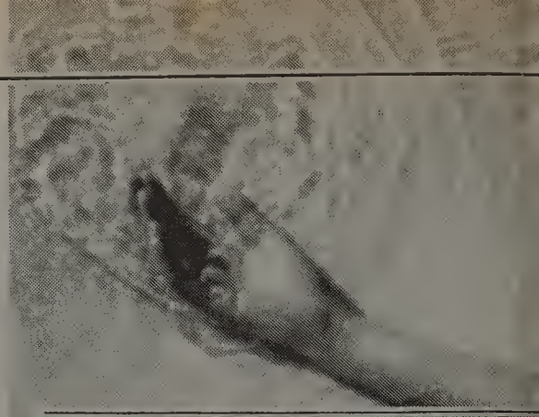
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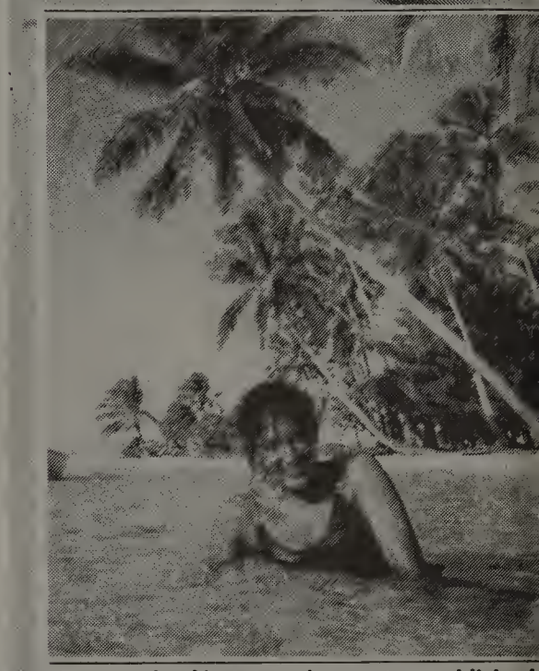


Lowell North, enjoying life on the aft deck of 'Wanago'.

(many thanks to them!), we motorsailed into Hiva Oa using our 21-foot spinnaker pole as a mast and a tied-off staysail as a 'jibbaker'.

CHANGES





Coconut bonkings are the most unpublicized cruising hazard in the tropics. One moment you're enjoying laying around in the warm water, next moment . . .

We had tried flying our 60-foot spinnaker partially furled, but the 'mast' was a bit small and the chute a little too big. Special thanks also go to Mike, WH6J, whose powerful ham rig 'up country' Maui provided valuable communication assistance during the crisis, and to Fred and the Pacific Maritime Net.

Despite the circumstances, our landfall at Hiva Oa was the most beautiful I've ever seen. The breaking of dawn slowly brought the verdant colors of the deep valleys and tall, lush mountains alive. A cool, sweet landbreeze swept down from the peaks and out to us as we slowly motored into the channel at Atuona Bay. It was definitely paradise for us!

Atuona has a very decent small boat harbor; the holding ground is good and the surge is moderate except in bad weather. We were able to refuel with diesel directly from the supply ship that arrives weekly from Tahiti. Even though papayas, guavas, oranges and other fruits could be seen growing in front yards, it was hard to find fresh produce in any of the three stores in Atuona. We did find french bread and croissants, however, and they were delicious.

We're now anchored at Tahuata, a smaller island just seven miles across the Bordelais Channel from Hiva Oa. The island has many beautiful bays that are secluded, have clear, calm water, white stand beaches, and coconuts and fruit trees. And there are hardly any people or boats.



COURTESY KAY NORTH

North had had a little bit of trouble with his boom and reinforced it, but there were no signs of anything being wrong with 'Wanago's' mast.

Actually, Heidi and Lowell have the boat to themselves today, as I've travelled to Hiva Oa for the *Fete des Mers*, which is sort of a combination country fair and Mother's Day celebration. Locals and people from the nearby islands gather for all kinds of sport and craft exhibitions.

June 1 we'll 'sail' 60 miles to Fatu Hiva 60 miles and anchor in Hanavave (Valley of the Virgins). I'm personally looking forward to surfing Fatu Hiva if the Southern Ocean swells cooperate. From Fatu Hiva we'll cruise to the Tuamotus via Disappointment Island and some others. We'll stay in the Tuamotus until July 1, at which time our new mast should arrive in Tahiti. And which should give us some time to rest up for Fete.

— danny 5/28/92

Readers — Lowell North, as most of you probably know, founded North Sails and had a distinguished career racing everything from one-designs to maxis.

Phil Quartararo at Sparcraft, which built the new spar, reports that Lowell and Danny, because it was dark, don't know why or where the spar or rigging failed first.

Getting dismasted in the mid-Pacific isn't the end of the world. Quartararo says they can have a production mast in Papeete in six weeks — or less — for a shipping fee of about $1,500. There's a huge difference in time and expense, however, between a production mast and a custom mast. A production mast for a Catalina 42, for example, takes about 10 to 12 man-hours to build, which a custom mast for a 42-footer takes about 400 man-hours to build. Which is why Catalina Yachts recently shipped a replacement mast all the way to Australia for a 42 rather than have one built in Australia — where there are plenty of sparmakers.

Touched — Gulf 32
Brett VanGorp & Alison Garner
Mayday
(Fortman Marina, Alameda)

Sorry to take so long to chronicle a 'Mayday story' that took place in January, but time just seems to slip by when you're in *Manañaland*. The educational value nonetheless warrants it being told.

Ali and I left San Diego in early January and headed into Mexico. We got our butts kicked for four days by winds that shifted to the south. We finally got a reprieve on the fourth day between San Benito and Cedros, just as the sun was setting. But wouldn't you know it, just when we got a chance to lick our wounds, we picked up a Mayday over the VHF.

The call gave us a feeling of dread we'll never forget. Another mariner, such as ourselves, in serious trouble.

Of the vessels that responded to the call, we were the closest. We learned that the boat in distress was taking on water and that repairs at sea were impossible. We also learned that the crew hadn't got a recent fix and thus didn't know precisely where they were.

When we turned on our strobe, they could see us. Nonetheless, we still couldn't see them and they didn't have the power or ability to make themselves visible to us. The captain of the distressed vessel then reported that the water had reached the counter-tops of the cabin and that they needed a tow to a beach.

Despite being low on fuel, we firewalled the throttle. Although there were still combined seas of six feet, we had no choice but to slam into them. With the night growing darker and our fuel getting lower, I realized there was no way we could tow them to a beach. I radioed the captain to



. . . Clonk! You've been cold-cocked by a coconut. So heads up if you don't want to lose yours.

prepare himself and his crew to abandon ship.

Fortunately, the freighter *Auckland Star* entered the picture at this time. They asked if the three people aboard the disabled vessel could manage climbing up the *Star's* boarding ladder. The answer was negative, because of the heavy seas and because the sailboat's captain had a disability.

Nonetheless, the *Star* was able to pick up both the disabled boat and our vessel on their radar screen and provide us with a intersecting course. This was lucky, because the crew of the vessel in distress had given us the wrong course to converge with them. And, when our strobe light started getting dimmer, they assumed it was because of an optical illusion, not the fact we were headed further away!

It was now dark. It was also quiet because the disabled boat didn't have the battery power necessary to transmit. There was a large and hollow silence on that big ocean.

Fortunately, the freighter continued to track us, and gave us an ETA of 45 minutes. They also initiated a radio relay — with the help of sailboats *This Side Up* and *Down Under* — to the U.S. Coast Guard.

When we finally spotted the disabled boat, we were surprised to see a large fishing vessel laying alongside! The *Star* had been aware of this boat's presence but had been unable to establish radio contact. Not knowing what to make of this, we continued our approach.

The fishing boat turned out to be the *Isla De La Piedra*, and their crew was responding to the emergency with uncommon courage. The sinking sailboat had less than 12 inches of freeboard amidship, and her crew, apparently suffering from shock, sat atop the cabin house.

Even though it was dark and rough, the skipper of the Mexican fishing boat had sent his best swimmer to secure a line to the sinking vessel. Once the fisherman had secured the line on the sailboat, he waded into the waist-deep cabin water in search of the problem. The rest of the crew of the fishing boat went to work getting a large gas-powered pump aboard the sailboat.

We personally witnessed one of the fishermen jump from the tall bow of the fishing boat to the headstay of the sinking sailboat, then slide down to the deck, all in order to try to help transfer the pump to the sinking sailboat! Keep in mind this was at night and in sloppy seas; conditions were extremely difficult.

As is the case with many gas pumps, this one was hard to start and ran sporadically. Fortunately, it ran well enough to keep ahead of the incoming water.

While the fishermen worked hard to save the sailboat, the fishing boat's cook sent hot food down to the exhausted crew of the sailboat.

After some discussion among everyone involved, it was decided to tow the boat to San Benitos Island. The Coast Guard Cutter *Long Island*, we learned, would catch up with us along the way. As for the crew of the disabled boat, two were able to scale the high freeboard of the fishing boat but the owner could not. So, using the main sheet block and a harness, we on *Touched* managed to pull him over the transom. This was easier said than done.

Isla de la Piedra then took the temporarily stabilized sailboat in tow while we trailed behind. After giving the owner of the disabled boat a dry pair of sweats and some warm tea, we tucked him into the quarter berth.

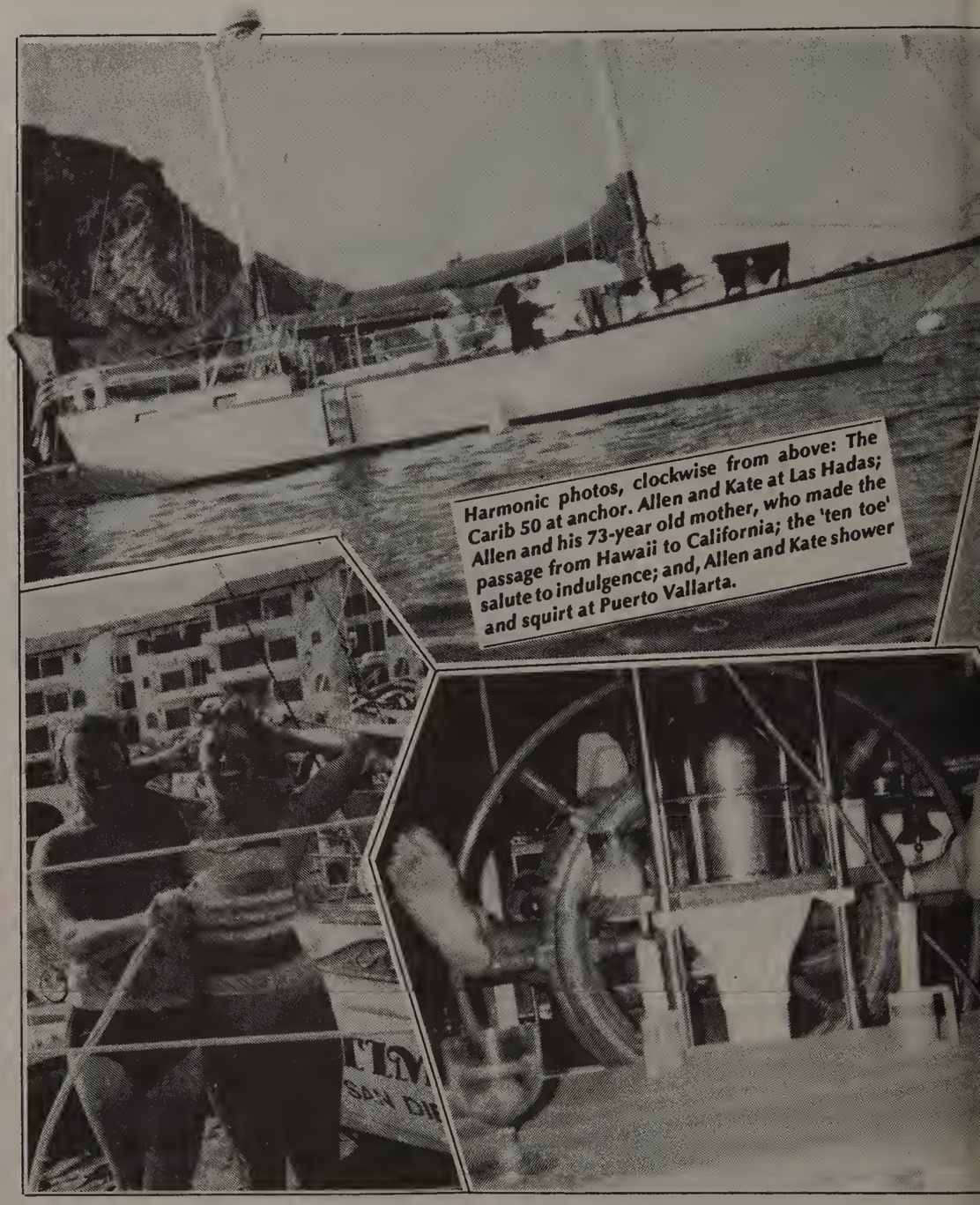
We reached San Benitos at 0230, where the Mexicans anchored and side-tied the disabled boat next to them. They signalled us to raft-up on the other side. The Mexicans then set up a pump watch for the remainder of the night, asking no assistance from either us or the crew of the disabled boat.

Much to our surprise, the owner of the disabled boat displayed little appreciation for what the Mexican crew of *Isla De La Piedra* had done and were doing. In fact, he told us

CARTH SPATZ



Alison and Brett, enjoying the warmth of the Sea of Cortez after their chilling Mayday assist.



Harmonic photos, clockwise from above: The Carib 50 at anchor. Allen and Kate at Las Hadas; Allen and his 73-year old mother, who made the passage from Hawaii to California; the 'ten toe' salute to indulgence; and, Allen and Kate shower and squirt at Puerto Vallarta.

it was their legal obligation to assist in a Mayday! We couldn't convince him that the Mexicans had gone light years beyond their legal obligation. The owner's grand gesture was a $20 bill for each of the five crewmembers. He said it was more than they'd make in a month — which is pure bullshit!

Before we awoke the next morning, the crew of the fishing boat had found the source of the leak, stopped it and cooked breakfast for everyone. The leak was in the galley sink drain *above* the ball-valve. Had someone diagnosed the problem in a timely fashion, the ball-valve could have been closed and the entire incident averted.

The Coast Guard Cutter *Long Island*, which had made visual and radio contact the night before, sent a boarding party over the next morning. They got permission from the Mexican government to tow the vessel to Ensenada and were kind enough to give us enough fuel to make our next port. We were impressed with their response.

The reason we'd like this published is in hopes that a copy might somehow find its way to the crew of *Isla De La Piedra*: Captain Andres, Jose the cook, Angel, Salvador the swimmer, and Jose Ricardo. This way they would know their heroic efforts were appreciated. We spent a couple of lovely days with these guys and they told us they had hoped for nothing more than a heart-felt "thank you" from the owner of the boat they had saved. It was a "thank you" they never received! We went to great lengths to assure them of our gratitude, and that of the entire — well almost — cruising community, for their courageous effort.

It's our decision not to identify the unfortunate sailboat; the owner has had enough misfortune. But we'd like to publicly express our thanks to the others who helped: the crews of the *Auckland Star*, the cutter *Long Island*, the sailboats *This Side Up*, and *Down Under*, and, of course, *Isla De La Piedra*.

As for us, we've decided not to continue on to the South Pacific *this* cruise. We're spending the summer in the Sea of Cortez and plan to be home before Christmas.

— brett 7/1/92

Brett — Your report is certainly a case of 'better late than never', as it illustrates what we feel is the true character of the Mexican people. Quick to help those in need, they usually want nothing in return but thanks. This is in contrast to large areas of the Caribbean, where locals steal your dinghy, wait a few days, then bring it back demanding a "reward" of several hundred dollars.

The ironic thing is that once the sailboat's crew had been rescued, the captain of the Mexican vessel would have been completely within his legal rights to demand a salvage fee commensurate with what his efforts effectively saved — in other words, just about the entire market value of the boat. The owner of the boat has no idea how lucky it was his misfortune occurred in Mexican waters.

Other lessons to be learned:

1) If you can't find a leak inside the boat, you better give serious consideration to immediately sending someone over the side to bung the thru-hulls. Adequate bungs, a diagram of the thru-hulls and a safety harness make this easier to accomplish.

2) You can't carry too many flares. If you need help, people need to be able to find you quickly and easily.

3) The ability to maintain communications is essential. Either the batteries must be relocated on deck to keep dry or a fully charged back-up handheld be available.

4) If you've got to start sinking, do it in Mexico where salvers don't expect or even want what they're entitled under most international agreements.

Harmony — Caribbean 50
Allen Barry & Kate West
Homeward Bound
(Northern California)

We left the Northeast Farallon to port at 0400 on June 29, and soon the Golden Gate, Mount Tam, and the rugged Marin Headlands became visible, playing 'hide & seek' with the sun and the fog. No doubt about it, we were home. It had been eight



months and 8,000 miles of almost pure pleasure. We wish it had been eight years and 80,000 miles, but we'll save that for the future.

Kate wrote you at the conclusion of the Mexico portion of our cruise. After that we sailed from Z-town to Puerto Vallarta and provisioned for the passage to Hawaii. My brother Paul and his friend Jayne joined us for that leg.

It's about 3,000 miles from Puerto Vallarta to Hilo, and we expected the Trades to give us a wonderful downwind ride all the way. Blame it on El Niño, but there just weren't any Trades. This made for a bit of a problem since *Harmony* is a heavy boat and doesn't move too well in less than 12 knots of wind. And my overconfident brother had a plane ticket out of Hilo on May 9 because he had to be somewhere important — like work — on May 11th.

We needed to average 130 miles a day for him to make that plane, so we had to motor a lot. We had enough fuel to motor half the way to Hawaii and figured that would be more than enough. But less than halfway across, having benefitted little from the wind, we found ourselves running low on fuel.

Shortly thereafter, we encountered a 640-ft tanker bound for China. I raised them on the radio, made it clear that no matter what my brother might say it was not an emergency, but that 125 gallons of fuel would make our lives much easier. They conferred on the bridge for a few minutes before altering course toward us.

Their chief engineer and I discussed the suitability of the bunker fuel for *Harmony*'s diesel. We concluded that the engine would run fine, but that we'd have to change the filters frequently. That latter turned out to be a gross understatement.

The tanker created a lee for us, passed down a hose and began pumping the blackest, oiliest, greasiest stuff I've ever seen. Naturally, we kept this fuel isolated from the golden light diesel we'd filled up with at Opequimar in Puerto Vallarta.

After taking on the fuel, we sent over a bottle of tequila and a barrage of 'thank yous'. They were very kind people and we had a great radio conversation with them as we headed our separate ways.

We soon discovered that if we ran the fuel through both filters (parallel), we could get three hours from two filters. We were well-equipped for the trip, but I never anticipated ever having to use two filters every three hours for 1500 miles. So we made a filter-cleaning device.

This was a long threaded rod in the chuck of a high-speed drill. We'd fasten the dirty filter to the rod, dip it in gasoline, then 'drill' it in a container dedicated to that very purpose. The 'reconditioned' filters gave service equal to new ones and the engine ran great.

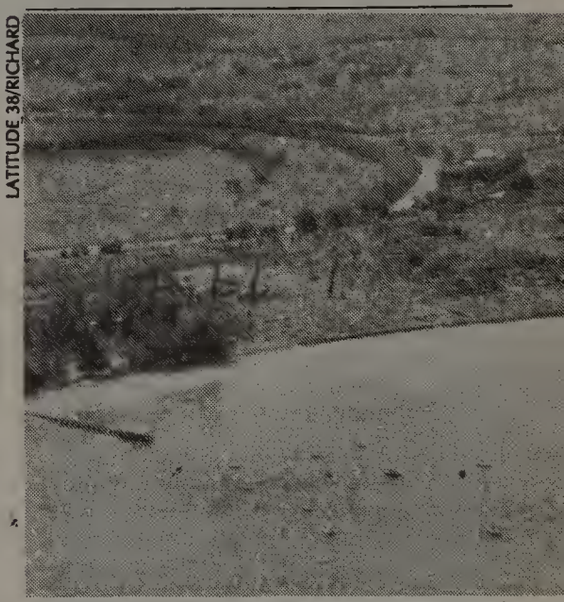
Finally, about two-thirds of the way across, we got lots of wind and started cooking along at as much as nine knots. The crossing ended up taking 22 days, and we arrived in Hilo eight hours before Paul and Jayne had to fly out. Not much sightseeing for them.

Once we cleared Customs and Agriculture at Radio Bay, the Coast Guard gave us access to their waste oil barrels so we could dump what was left of the 'black gold' the Chinese tanker had given us. In order to refuel at Hilo you have to come alongside the quay and arrange for a tanker truck to deliver it — I think the minimum is 200 gallons — or jerry jug it. Mexico, we learned, has better services for yachts in transit than does Hawaii.

Our next stop was Kailua on the beautiful Kona coast, where Lee, the boat's owner, and several guests joined us. As we were taking the dinghy to shore one morning, we noticed a school of dolphins playing around the bay. So we rushed back to the boat for masks, snorkels and fins, and jumped in with them.

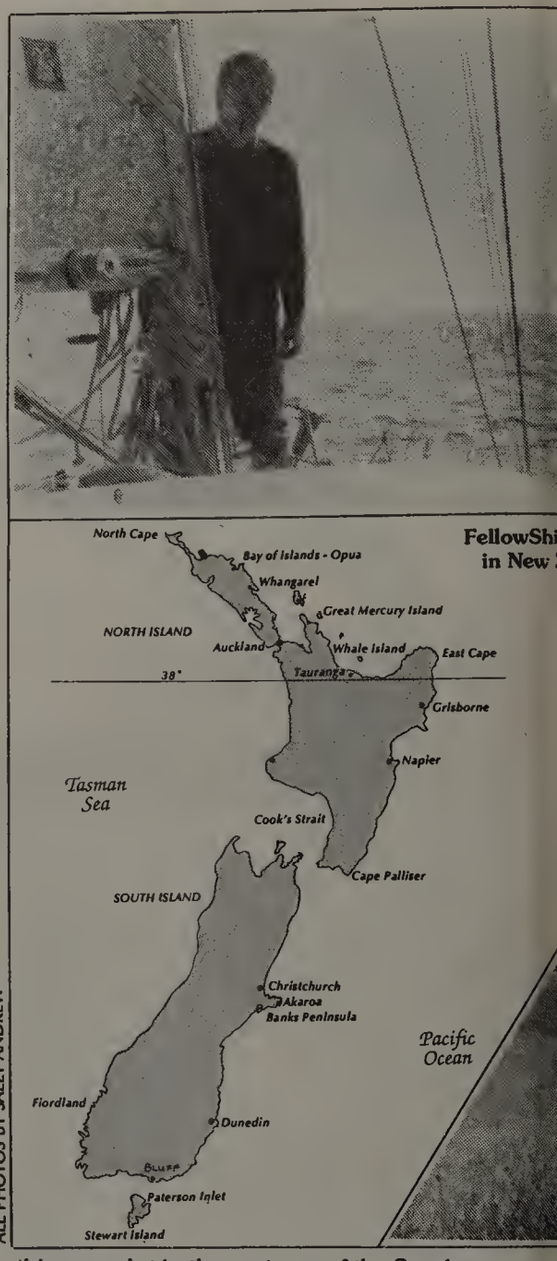
For what must have been two hours we swam with about 30 dolphins. Sometimes they would swim in one group, sometimes they'd break off. It was a remarkable experience, and something about it took us back to our watery origins. I wondered how long it would take to de-evolve and return to sea. The whales did it, coming out of the sea and living as land animals. I suppose they didn't find land to their liking, however, and returned to the sea.

We made stops at Kawaihae Harbor on the Big Island, then sailed right into the volcanic crater of Molokini where we spent a day diving and windsurfing. It was pretty neat as the diving was good and the rains torrential. We sailed to Maui in pretty stormy weather and requested permission to take shelter in Maalaea Harbor. The harbormaster



LATITUDE 38/RICHARD

Hanalei Bay, to many folks like Allen Barry, it's almost heaven on earth.



ALL PHOTOS BY SALLY ANDREW

FellowShip photos, clockwise from top left: Foster with giant shark in background; hail! on deck; heeled over by 60-knot winds under bare poles; a fierce fur seal on the Yosemite-like granite rocks; Foster, looking across Broad Bay in the direction of Antarctica; a ketch punches through the swells near Port Adventure - note the radar dome about to blow off; and, a map of New Zealand.

granted our request to anchor in the harbor, but said we had to move as soon as the weather permitted.

Kate and I left the boat in Maui, flew to Dallas for my daughter Renee's wedding, then rejoined *Harmony* a week later in Honolulu. There was no room at the Ala Wai, but the Waikiki YC made one of their slips available so we enjoyed their wonderful hospitality for about five days. The food was delicious, the showers hot, the pool and lounge chairs relaxing — and we got invited to race on *High Roler*.

On June 1, my 73-year old mother, who had been run over by a bus a year ago, flew to Honolulu to join us for a week of sailing the islands and to accompany us on the passage back to San Francisco. Although on a barrage of medications as a result of her accident, Ma stood her watches, baked bread, read about a dozen books and tutored us in Spanish. She'd take her medication twice a day; with water in the morning and at 5 p.m. with her martini. I'm going to write an article called *Sailing With Ma*.

Kate, Ma and I sailed to Hanaiei Bay and stayed a week. Hanaiei is one of the most beautiful, lyrical places I've ever been. It's lush, unspoiled, backed by mountains, fronted by the sea, has soft warm rain, never-ending rainbows and abundant waterfalls. We hiked the Na Pali coast, where one vista after another takes your breath away. The trail is difficult in places but the rewards are great. After eight miles along the trail, you enter a valley full of palm trees and bamboo forests. At the end of the valley there is a big pond created by a majestic waterfalls that pour down the mountain. Floating naked in the pond and watching the water tumble down the mountain is very relaxing. This is Puff the Magic Dragon's home — and its one of those places I may someday call home myself.

Harmony's return passage to San Francisco was, except for the first few days, about as ideal as you can get. Those first few days, as we beat north in deference to the Pacific High, we saw winds in the mid-30s and hissed along at nine knots under reefed jib and jigger. The seas were large, steep and we took lots of water over the bow. As I studied Ma's face, I became aware of the possibility that she and her recently run-over-by-a-bus body may not have been enjoying the pounding, slamming, noise and thousands of gallons of water charging in her direction. Another hint was when she asked me if it was always like that. After two days I asked her if she'd like to return to Hawaii and catch a plane home. "No!" she said emphatically. By the third day conditions were much improved.

After heading north for a week we reached latitude 34°, where favorable winds allowed us to bear off directly for San Francisco. From then on it was usually a beam reach in 15 to 20 knot winds. The Sayes vane did an excellent job of holding the course, even off the wind. We kept an eye on the highs, lows, fronts and other weather conditions via the SSB and software which displayed the fax information on the laptop.

Our return took 19 days of leisurely sailing. We had roast turkey complete with stuffing and mashed potatoes and a bottle of chardonnay to celebrate the half way point. We couldn't find the champagne which we're sure we brought; I'm sure it will surface sometime.

Now that we're back, we're getting our own boat, the *Mendocino Queen*, back in the water to resume our chartering business. We'il aiways be up for similar adventure, of course, or some other way to finance our cruising.

Incidentally, I have nothing but the highest regard for Lee Simpson, *Harmony's* owner. The relationship we developed with him over the past nine months is excellent and we look forward to working with him again on a future voyage or adventure.

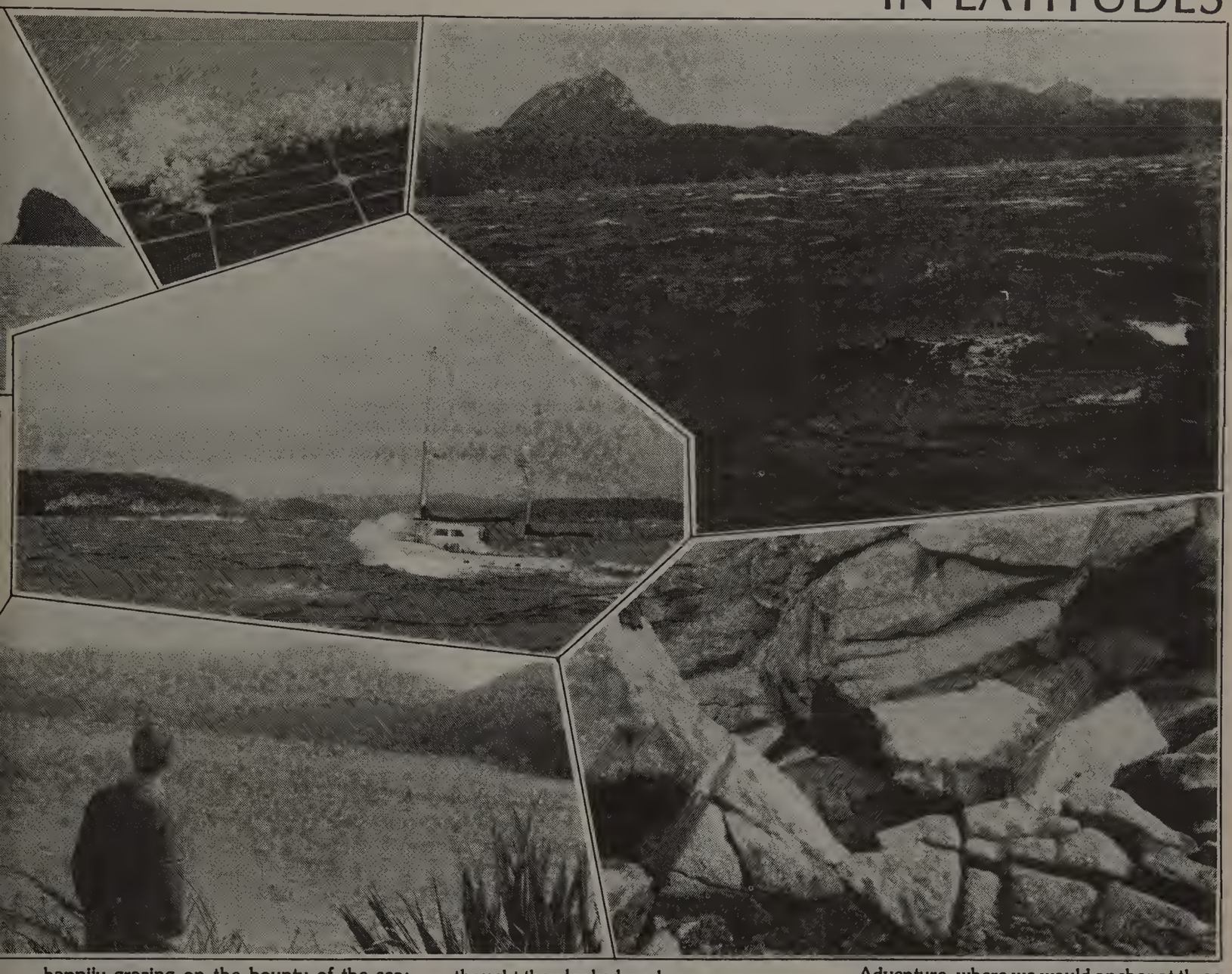
— allen & kate 7/6/92

FellowShip — Yamaha 33
Sally Andrew, Foster Goodfellow
Stewart Island
(Alameda)

Hundreds of rare Hector dolphins escorted *FellowShip* down the east coast of New Zealand's South Island as we headed for Stewart Island — which the Maoris call the "island of the glowing sky". Cruisers by the score visit the Bay of Islands and Auckland each winter, but few continue 240 miles south across rugged Cook Strait to the South Island. Fewer still persevere the additional 360 miles to Stewart island, which is south of and separate from the South Island in much the same way Tierra del Fuego is separate from the rest of South America. It's not only the distance that keeps this mere dot in the vastness of the Southern Ocean from becoming popular, it's the wind. It blows harder at Stewart Island than almost any other place on earth.

South of the Banks Peninsula, just south of Christchurch halfway down the South Island, a front passed us to starboard. The double rainbows of the afternoon gave way to an incredible electrical storm at midnight, during which time the sky was almost constantly lit up behind our transom. And dead ahead lay the Aurora Australis or Southern Lights, which streaked the night sky with gold. We knew we weren't in California anymore.

Continuing south, we surfed down the front of huge ocean swells in Foveaux Strait which separates the South Island from Stewart Island. The crests of these mountains of water would lift *FellowShip's* stern, then collapse and break all around her. We arrived at Stewart Island at dawn, anchored in a secluded spot inside Paterson Inlet, and spent the first week in this remote paradise



happily grazing on the bounty of the sea: oysters, scallops, mussels, cockles, pipis, and blue cod.

Using our two-man folding Klepper kayak, we poked into the backwaters of inlets and streams, discovering waterfalls, blooming red rata trees, abandoned sawmills, docks dating from the 1860s and an old whaling ship repair station. Oyster catchers, with their bright orange beaks and legs let loose with great whistles and screams. Other birds flew overhead with only an eerie whoosh-whoosh of flapping wings. An unbelievably large number of shearwaters, gannets, albatross, petrels, prions, gulls, mollyhawks, terns, ducks, and cormorants nest and fish along this coast. It's an ornithologist's heaven.

Ashore on Ulva Island in Paterson Inlet, we found good tramping trails and inquisitive wekas foraging in the tide line. Wekas are flightless birds, about the size and shape of the rare kiwi. As they stride downwind their skirts (tail feathers) ruffle and fluff up, and they jut their heads out — sorta like a moonwalk in reverse. Foster thought they looked cool.

With the wind starting to blow seriously, we returned to the boat, hauled in the anchor and moved to the all-weather anchorage at Little Gory Cove. It was a good thing we did, as it blew a steady 30 with gusts to 50 and above for the next three days. "A bit boisterous," the locals said. The dinghy kept doing pirouettes off the stern and eventually wore through one of its painters, so we deflated and stowed it. As for *FellowShip*, she sailed back and forth on her anchor, heeling over as much as 20° in the *williwaws*. Oh, the wind howled. But nothing like it must have been up in Wellington, where the wind was clocked at 150 kilometers.

Stewart Island's rocky coastline is incised by many inlets. The most visited is Paterson Inlet, since it's near Halfmoon Bay (population 500), the only town. We reprovisioned there before heading off to Port Adventure, another 12 miles south.

A broad expanse of fine white sand glistening with gold flecks in the afternoon sun lay dead ahead as we entered Port Adventure, where we would anchor at three beautiful spots: up the Heron River, inside Abraham's Bosum, and in Oyster Cove. Here we enjoyed several days of beautiful weather, with the brilliant sunshine and bright blue skies giving an almost tropical look to the Roaring Forties. One night, a pink pulsing aurora and a freshening west wind were greeted by February's full moon as it arose in the east.

With the weather looking fair, we weighed anchor and headed south once again. Three hours later we pulled into Lord's River cold and wet, feeling the effects of steep, breaking seas. Anchoring just inside the entrance, we caught some blue cod for lunch. Two hunters in a launch later stopped by to invite us for a venison feed. We not only ate like hungry hunters that night, but as the hunters were leaving for "the mainland" the next day, we were also given some smoked venison, a cabbage, lemons, and garlic. These fresh provisions were most welcome.

We saw very few cruising boats at Stewart Island, Kiwi or otherwise. The five foreign yachts were *Akvavit* from Alaska, *Tokumara*

from Japan, *Jackella* from Great Britain, *Tenere* from Germany, and ourselves.

We made good friends with the Kiwi crew of *Desire* during our enforced stay at Lord's River. John, *Desire*'s owner and builder, found a rare Stewart Island kiwi in the woods, which we petted and released. A farmer, John, was "making hay while he was away" and had to return to his drying crop and harvest it within the week. Like us, he was anxious to reach Port Pegasus at the extreme southern cape of Stewart Island. He had a 50 hp engine to help him toward this goal. We later discovered it was really a 80 hp but that he never took it to full rpms. "I like to keep 30 hp in the back paddock," he explained.

Having been stuck in Lord's River longer than we cared, when the 0500 weather on March 1 sounded better, we headed out into the Southern Ocean again. But after a 4½ hour slog into 30 knot winds that kept heading us and 15-foot seas that kept swamping us, we got within five miles of Port Pegasus before the conditions forced us to turn back. At least we had a great run back to Lord's River. Even *Desire* and her 50/80 hp engine turned back; there was simply too much wind coming out of Port Pegasus.

To give you an idea of how windy it can be in New Zealand, when we woke up on March 2, the New Zealand Meteorological Service was issuing the country's 17th gale warning — of the month! By that evening they'd added three more.

The next day they called for 20-knot westerlies becoming northwest at 25 knots with 12-foot swells. The most promising report we'd heard in a long time, we bundled up and sailed out the entrance. Surprise, surprise! The wind was right on the nose again, completely disregarding the forecast.

It was also blowing pretty hard, as almost immediately we were flattened by a gust. I was sitting on the lee side of the cockpit looking ahead when we went over. It wouldn't have been so bad except for the fact that we got knocked down at the very instant we were punching through a huge swell. The green water roared down the deck like a freight train gone wild, pinning me against the lifelines. I was pummeled, soaked, petrified and humiliated! I hadn't had enough adrenalin to get out of the way, besides, I wasn't wearing a safety harness. Damn, that icy Antarctic water doesn't feel so good washing down the inside of your foulies.

I got out of my wet clothes, we reduced sail, and kept heading for our destination. Even though the gusts were still putting us down, we didn't have enough sail power to continue making progress. There was nothing we could do but retreat once again.

Thursday's report was for 20 knots of wind from the west moving to the northwest. Great forecast so we gave it a *third* try. Well, when we got out there it was still blowing a gale from the southwest, although not so gusty. I almost got swept off the deck again, but scrambled out of the way just in the nick of time. Fully conscious of the power of the sea, we now wore harnesses on this and all subsequent Stewart Island passages. It was tough going, especially after Seal Point, with an extremely gusty 45 knots of wind on the nose. We finally dropped the jib and motorsailed into the bucking seas. Finally we made Port Pegasus, our furthest point south!

The scenery inside Port Pegasus is spectacular, dominated by granite domes reminiscent of Yosemite. The huge granite slabs that topped each peak have been thrust together in colossal monuments. From the top of one peak we were able to see the Tasman Sea to the west and the Pacific to the east. But it was so windy up there — with gusts in excess of 100 kph — that I had to flatten myself to the rocks or risk being blown away! Elsewhere, cliffs and islets were carpeted with native bush and rata or grasses, thistles, yellow gorse, flax — all of which had been stunted and shaped by the force of the wind.

The only mammals we encountered at Port Pegasus were fierce fur seals who threatened to puncture our inflatable when we rowed toward a beach in the small craft harbor. Two big ones circled our dinghy, angrily lurching at us with exposed dagger teeth and roaring at the top of their lungs. They'd dive and then reappear even closer to us. Foster slapped our oars on the water to show them how tough we were — then quickly used them to back-stroke our way out of there. Walking ashore at Disappointment Cove, we came across two rare yellow-eyed penguins taking a stroll in the woods. More sociable than the seals, we sat and talked to them.

There are many well-protected anchorages inside Port Pegasus, and we pulled up the hook to visit almost all of them. We had bright sunshine interspersed with gale force winds and persistent hailstorms. I'm convinced that the "island of the glowing sky" is also "home of the earth's screwiest weather"!

"Shocking", is how even the locals described the weather. During a 33-day period, the reporting station closest to us recorded an average wind speed of 44 knots, day in, day out! The weather reports for Foveaux Strait and Puysegur Point were monotonous: "NW 45 easing to 40; 5 meter swell, hail. Outlook: SW 35 and squally changing to W 45 by morning." We made snow balls and ate shaved ice, using hail as the primary ingredient. *Jackella*, caught in a gale off New Zealand's west coast, summed it up as, "Lots of fresh air, very healthy!" Our ham radio friends on *Aku Ankka* in the hot and humid Solomon Islands were envious, and we tried to think of a way to "beam up" some of our snow and hail.

We waited for suitable weather to leave Port Pegasus, but finally had to give up. We finally left with a report of SW 30 and squally, easing to SW 20. The squally conditions prevailed, with hail, snow, rain, wind, and a huge uncomfortable swell of 15 to 18 feet. We ran dead downwind with winds of 50 to 60 knots. One tremendous sea, with a face two or three times as tall as *FellowShip* is long, came up from behind, lifted our stern, and pointed our bow down a long steep trough. Time stood still. Fearful of pitchpoling, submarining or being swamped from both ends, the mighty swell slowly passed beneath us until we were bow to the heavens and staring at the sky! The end of this roller coaster ride reminded me of being stopped for a light on a long, steep San Francisco hill.

The air temperature was bone-chilling, so we put into the first suitable anchorage, Lord's River. Hail pounded noisily on the decks, decreasing visibility dramatically, and flattening the crisp edges of the waves. The colossal swells were breaking violently along the shore and against the rocks of the narrow harbor entrance. Seals were playing in the rough water and foam rose and fell about them. Seabirds were being driven in from the ocean, seeking shelter from the shower of hail smacking their wings. It was wild.

The winds and temperatures were unreasonable this year, and the locals blame El Niño and the volcanic explosions in the Philippines. Mark Twain's 'coldest winter might have been the summer he spent in San Francisco', but ours was the summer we spent in New Zealand. Brrrrrrr. Nonetheless, the splendid isolation, the untamed nature and the challenge of sailing places off the

beaten track made it all worthwhile. Maybe next year we'll brave the wind, rain and sandflies of New Zealand's Fiordland, a little northwest of Stewart Island. They say it's quite nice.

— sally 5/15/92

Cruise Notes:

Sunday morning, July 12, Jim and Diana Jessie sailed under the Golden Gate aboard their Lapworth sloop **Nalu IV**, completing a 6½ year, 60,000-mile circumnavation. They were escorted from the Gate to the St. Francis YC by one of the biggest 'welcome home' fleets in memory. As *Nalu IV* crossed the finish line at the St. Francis YC, she got a gun from the Race Deck. After a brief celebration at the St. Francis, the Jessies continued on to their new berth at the Oakland YC in Alameda.

"We don't know what the future holds," writes Diana, "but we'll be busy sprucing up *Nalu IV*, earning a living and planning our next voyage." A few days later Jim, a long time marine surveyor, was back at his trade. If you need a marine surveyor with recent intimate knowledge of ocean cruising on a wood boat, dial Jim at (510) 522-6191.

In the April issue we wrote about Cliff and RuthAnn Fremsted, former San Franciscans, who had entered their 97-ft schooner **Constellation** in the TransArc Race from Florida to Europe. San Francisco's William Woodruff, aboard *Constellation* for the crossing, picks up the story:

"On the evening of the 11th the wind came up, and by the following morning, it was gusting to 45 knots with 20 foot seas. When *Constellation* was new, it would have been a grand opportunity for her to outsail the fleet. Regrettably, time had taken its toll on the boat once owned by J.P. Morgan. So instead leaving the fleet behind, we blew a staysail, sprung a plank and worked some caulking out of the bottom. As a result we had two large leaks and one extra large leak. Not quite halfway to Bermuda, the only prudent decision was to sail back to Florida.

"We were in danger of sinking, so our priorities were pump, patch and power. We had a monster pump onboard that used just about all the 12 volt power we could get from the generator. Two smaller pumps worked off the main engine's 32-volt system. With all three pumps running, we were able to make progress against the inflow of water. Captain Fremsted located the biggest leak, and with the help of crew, was able to place a patch inside the hull and stem most of the flow.

"Thus stabilized, we spent the next three days motoring back to St. Augustine, where we discovered there are no haul-out facilities for a 100-ft boat. So we had to head for Palm Beach, another 240 miles south. Thus after seven days at sea, we were much further from the finish line than when we started! Repairs to the hull and sails took two weeks, after which we headed off for Bermuda once again. We arrived in Bermuda on June 8 after a relatively easy passage. *Constellation* left Bermuda on June 17 bound for the Azores. I have no knowledge of what happened to the rest of the TransArc fleet."

Actually, we at *Latitude* know. After the two TransArc fleets met in Bermuda, they continued on to the Azores and Puerto Sherry, Spain. A Brit by the name of John Teal kicked everybody's butt with *Sally Lightfoot*, a Temple 40. Twenty-one of the 30 entries were from the U.S. The variety of U.S. boats entered in the TransArc was interesting: Swan 43, Nonsuch 30, Westsail 43, Mason 43, CSY 37, Cheoy Lee 53, Whitby 42, Catalina 42, Slocum 43, Gulfstar 44, Alden 44, DownEast 38, Valiant 47, Oyster 40, Gulfstar 60, Valiant 44 and J-44. A Westsail 43 to a J-44; that pretty much covers the spectrum of cruising boats, doesn't it?

A few years ago the folks running the **Panama Canal** decided that yachts should only be able to transit on Tuesdays and Thursdays. We don't know if business has been slow or what, but they're back to letting yachts transit seven days a week.

Robbie Robinson reports that he, his Burns 36 **Rolling Stone** and his computer were met at Bellingham, Washington by his wife Dolores. The couple has been sailing north ever since. The competition for berths at Thetis Island is apparently quite stiff, as the owner of Telegraph Harbor came out on a jet-ski to clinch Robinson's business before he had a chance to shop around. The berth was just $10 a night and came complete with a pub and live entertainment on the premises! The Robinsons have been through all kinds of narrows and rapids, but haven't had any trouble yet. "The worst part is reading all the 'gloom and doom' warnings in the guides," says Robbie.

The cruising in Canada has been rather easy, the Robinsons report. "Our longest run was 35 miles and more typically we cover 20 miles a day. We usually arrive by 1400 or so, and since it doesn't get dark up here until 2200, we have plenty of time to explore for ice cream and pie or just enjoy the eagles and trees." While there has been some rain and fog, they've been pleased with the weather. "The sun is out here at Port McNeil, and I'm sure it's much warmer than it is in Sausalito." The Robinsons anticipate being at Prince Rupert by the end of July, after which their plans are uncertain.

While **Papi's Cruising Center** in Cabo closed its doors earlier this year, Karen, a long time friend of cruisers, says she still plans on starting up the Cruiser's Net again in October and be host to the **Some Like It Hot Rally**. Ideally, she'd like to find someone willing to invest $15,000 in a "new concept bar-salon" from which to operate, but if that doesn't work out, she'll simply affiliate with one of the existing establishments. Anyone interested in such a venture can fax Karen at 011-52684-30728. As for the *Some Like It Hot Rally*, we'll have details in the next few months.

The **Eastern Pacific Hurricane Season** got off to a tempestuous start this year when hurricane **Celia** formed off Guatemala and headed off in the general direction of Hawaii. No weak sister, *Celia* packed 145 mph winds before losing steam in the cooler waters to the north.

Unlike *Celia*, hurricane **Darby**, which formed on July 5, wreacked havoc with mariners in the waters southwest and west of Cabo. **Oasis**, a brand new Donzi 65 motoryacht being delivered from Florida to Newport Beach, was the first to issue a distress call. A little more than 200 miles southwest of Cabo, 90 knot winds and 25 foot seas had smashed in many of her ports and contributed to an electrical fire. She was able to limp into Isla Benedicto, where the Bahamian merchant vessel *Chiquita Roma*, responding to a Automated Mutual Assistance Vessel Rescue call, rescued the seven crewmembers. One crewman suffered a large cut when a port broke, but had been stitched up by a doctor aboard *Oasis*. The Coasties say **Oasis** sunk, but we've no confirmation of this.

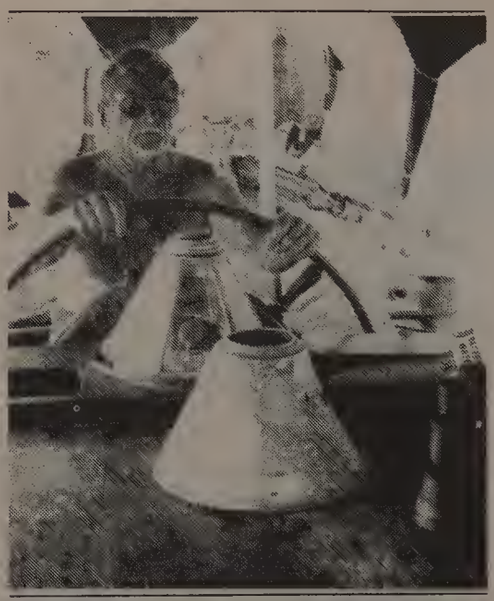
While that rescue was in progress, the Coasties received a Mayday from **Tootur**, a 60-ft San Pedro-based fishing vessel with 10 people aboard. One hundred-and-fifty miles west of Cabo, she'd lost pilothouse ports and her rudder in 100 knot winds and 30 foot seas. Three C-130s from Sacramento and a Navy P-3 were dispatched to La Paz, after which they took turns circling the liferaft the 10 people had climbed into. The 10 were finally rescued by the 582-ft Panamanian

CHANGES IN LATITUDES

vessel **Rakuyoh**. Injuries included a dislocated shoulder and a broken knee. There was no word on the fate of the boat.

Even after being downgraded to a tropical storm, *Darby* threatened lives. On July 6, the crew of the 45-foot ferro ketch **Hossanna** called for help, reporting they were taking on water through the exhaust manifold. When the crew — Robert Smalley, 60, Mike Jodes, 51, Moses Rodriguez, 66, Marilee Brinker, 50 and Robert Teishel, 60 — reported they were within two hours of sinking, a Coast Guard Falcon jet zoomed 450 miles from San Diego and dropped three pumps. That was enough to stem the flow of water. The Liberian ship **Polynesia**, which had back-tracked 12 hours, stood by until the 378-ft Alameda-based cutter **Morgenthau**, with both her turbines humming at full steam, arrived on the scene. An assist crew from the 165-man cutter tried to repair the *Hossanna* so she could continue under her own power, but they were unsuccessful. After consulting Long Beach Search & Rescue, the *Hossanna*, which had been on her way to missionary service in the Pacific, was towed all the way back to San Diego.

In case you wondered, there was no charge for any of the rescues or for a 378-foot cutter to tow *Hossanna* back to San Diego. Given the fact that everyone knew it was hurricane season in those waters, and that a hurricane passed through a week before, you almost wonder if some charges shouldn't be levied.



Next month an interview with the President. Not Bush, but Capt. Merl Petersen, 'President of the Pacific Ocean'.

Darby was followed in quick succession by **Estelle** and **Frank**, the former of which remained a well-formed tropical storm even as it passed to the northeast of Hawaii.

Did you know that unlike the East Coast of the United States, **the West Coast** has never been hit by a hurricane. A tropical storm with 50-knot winds did come ashore at Long Beach in 1939, however, resulting in 39 deaths and massive destruction to the shore. It's noteworthy that 1939 was also an El Niño year.

The Commonwealth Scientific and Industrial Research Organization (the longer the name, the smaller the company) conducted a study and determined that **the world's "meanest waves"** are found off Tasmania. We don't exactly know what they mean by 'mean', but the Sydney to Hobart (Tasmania) Race veterans probably agree with the report.

We want to apologize to all those who have been waiting to see your *Changes* in print. We've been swamped! When you send in *Changes*, please remember to include some photographs, preferably of your mug and your boat. Thank you.

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23-FT SF BAY BEAR CLASS sailboat. Classic active bay class. Nunes built. #27 *Godiva*. Totally refastened. Custom cruising interior. Very sound condition. Must sell. $3,750 b/o. (510) 521-0646.

STONEHORSE 23-FT. Crocker designed, full keel cutter, Edey & Duff built 1977, Airex cored glass, low hours Universal diesel, fully equipped, Loran, VHF, 5 sails. Traditional looks. Excellent bay and delta sailor. $12,000. (510) 841-7379 (eves).

23-FT BEAR CLASS sloop hull, #43, Nunes built, completely aft-rigged, self-tending jib boom, down haul main and jib, new genoa, Atomic 2 inboard aux., DS, VHF, bat. charger, etc. Well maintained hull. $3,700 b/o. Call (415) 854-4888.

CATALINA 22 with trailer, great sailing, perfect for Bay, Tahoe, or Mexico. Many extras. $2,600. (707) 823-9315.

J-24, 1980. Great looking, race ready. Faired keel, dry sailed, new o/b motor. Good sails, trailer & gear included. $11,000. (415) 592-8018.

SANTANA 22 Hull #95, looks great, sails, great, rigged for single-handing. DS, KM, VHF, compass, windvane w/light, spreader light, anchor w/ 150' rode, 6 hp Evinrude w/alternator, Marine head, main, jib, genoa. Emeryville berth. $4,200 b/o (510) 644-0519.

23-FT PACESHIP SLOOP, 1978. 110%, 55%, new 170%, spinnaker, new cruising spinnaker, new DS, KL, new VHF & compass, new paint hull & deck. All halyards led aft, single line reefing, 2.5 Johnson o/b, trailer, many extras. Fast and pretty. $5,800. (510) 939-8603, Bob.

CARANITA 20-FT SLOOP. Built 1957. Mahogany planked, iron keel. Sturdy, spacious and dry. Partake in S.F. Bay wooden boat building history. Inexpensive S.F. berth available. Anchor, life jackets, spinnaker, etc. Ready to sail. $1,200 b/o (415) 957-0719.

RHODES 19, spinnaker, light air, Johnson 4 hp, compass, lines, jackets, anchor, in water. $1,400. b/o. (415) 931-0576.

23-FT *DUTCHCRAFT*, 1972, Florida built, fiberglass sloop. Fixed keel w/center board, furling genoa, 2 mains, roomy, w/trailer and outboard. Must sell. $3,150 b/o. (707) 263-5726 (days), (707) 263-6019 (eves).

AQUARIUS 23. 7.5 Honda o/b. Dbl. axle trailer VHF, stereo, cost.int. 2 times Baja vet. $4,600. Call Hank, (916) 846-2628.

24-FT SAILBOAT sloop, fun, Bay sailer, Cal 224. Berthed at Sausalito Yacht Harbor (next to Spinnaker restaurant). Berth E-353. *Bayberry*. $5,000. Hank Berry (707) 538-1397.

CAL 24, Full/swing keel Coastal/Bay cruiser. VHF, DS, three headsails, 2 anchors and trailer. $4,000 b/o. (510) 534-7923.

25 TO 28 FEET

28-FT PEARSON, 1986. Assume loan of 35k pmt's of $500/mo. Nothing down. Top condition. Great Bay cruiser w/Sausalito berth. Fully equipped, wheel steering, diesel, 3 sails, dodger, full electronics, sleeps 6, H/C water & shower. Ron (415) 331-8366.

MacGREGOR 26, 1989. Custom rigging, Harken Traveler, Boomvang, Jiffy reefing, Backstay adjuster, all controls lead aft. Main, jib, genoa, spinnaker, sail covers, VHF, Signet instruments, stove, head, trailer w/brakes, boarding ladder, Honda 9.9 and more. Dry sailed. $11,990. 916) 268-1076 (eves).

PARKER-DAWSON 26-FT. Center cockpit sloop rig set up for single handed. Sail drive, KM, DS, VHF, with tandem trailer. Good cond. $6,995 b/o. (800) 551-1199, (916) 791-0362 (eves).

28-FT HAWKFARM. Active one design fleet. This is a very fun competitive boat with a fun group of people in the class. I will consider trading the boat plus cash for a smaller one design boat. Call for more info. 937-7024.

NOR'SEA 27. Exceptional condition, meticulous care. Yanmar diesel, Monitor windvane, dodger, VHF, speed, depthsounder, SatNav, oversize ground tackle, dinghy, motor, stove/oven, new bottom paint, extensive parts & equipment. Twice Mexican cruised. Beautiful go-anywhere cruiser. Trailer available. $42,500. (619) 297-8322.

NEWPORT 28 MKII, 1981. Excellent Bay and Delta cruiser. Universal diesel, VHF, Signet 1000, depth/speed/log, Navik autopilot, 110 shorepower, cockpit cushions and shade cloth awnings, deluxe teak interior. $16,000. (916) 481-0982.

U.S. 25 BAYLINER, 1982. In fresh water with 1991 engine. VHF, stereo & depth. Fixed keel, sails great. $7,900. Walt (510) 376-2703.

1975 CATALINA 27, excellent condition, Atomic 4 engine, sleeps 5, main & 110 jib. Standard equipment plus extras. Berthed at Brisbane. Must sell. $7,900 b/o. Call Steve, (415) 688-7020 (wk).

1970 NEWPORT 27, in excellent condition. Atomic 4, epoxy bottom, dodger, VHF, KM, DS, two speed winches, AM/FM stereo tape, cockpit cushions, dual batteries, sails five years old, a great stiff Bay boat, never raced. $12, 500 b/o. Call (510) 829-7365.

SANTANA 27, 1969. Excellent condition. 110/ 150 jib & spinnaker. Great for racing or family. New instruments, electrical, radio, and interior. Must see. Priced to sell $7,500. (415) 331-1475 (lv msg).

MacGREGOR 25, 1984 w/trailer, retractable keel, 7.5 Honda, main, jib, 150 genoa, porta-potti, ice chest, cockpit cushions, life jackets, horseshoe ring, anchor, stove, compass, plus extras, very good cond., fresh water sailed. (209) 728-1395.

OLSON 25. Superb condition, new sails, professionally maintained, 6 hp motor. It's an Olympic Circle, hull #11. All receipts available. Paid $36,000, asking $13,500 firm. (619) 459-4555.

RANGER 26, great bay one design, new bottom paint job, all spin gear, lots of sails. Fun, stable bay cruiser/racer. $7,500 b/o. Call (707) 642-5195.

CORONADO 25. Comfortable, well rigged cruiser/ racer. Full sail inventory in new condition. Rebuilt interior and galley. All lines lead aft. 6 winches, radio, DS, KM, and 10 hp o/b. Some special features make this boat fun to sail. $4,800. Contact Russ (415) 648-2694 (eves).

CATALINA 27, 1974. Atomic 4 inboard, 3 jibs, spinnaker, 2 mains, new racing bottom, KM, DS, VHF, AM/FM stereo cassette, polyurethane spars, new cockpit cushions, Autohelm 1000, fantastic Bay boat. Call for a list of boat descriptions. $15,250. (510) 724-4964.

MacGREGOR 25, 1984. Trailer, '90 Johnson 9.9 o/b, main, jib, genoa, spinnaker, 4 winches, compass & safety gear. Custom carpets, curtains, teak trim. Slps 5, enclosed head, sink and icebox. New bottom paint 4/92. Everything excellent. $5,600 o/b. (415) 927-4565.

BALBOA 27, shoal draft, trailer, MD7 Volvo diesel, helm, never slipped, full headroom, sleeps 6, beautiful condition, excellent asphalt cruiser. Anyone would be proud to own her. Layoff forces tough decision. $15,500 or cash & assume loan. (209) 477-8961.

CAL 25. Better than new. Recent refit includes: electric start motor w/charger. LPU hull/mast, epoxy bottom, auto bilge pump, combo DS/KM, new rigging, wiring, etc. Hauled 5/92. Great starter or daysailer. Sailing lessons if needed. $7,500. (510) 521-6376.

YAMAHA 25, 1978. Excellent condition. Spinnaker & pole, 145, 125 & new 90% jibs. Yanmar diesel. Loran, VHF, Interphase depth & knot. $9,850 b/o. Call Cliff (408) 758-9264 (days), Hollis (408) 757-4623 (eves).

COLUMBIAN 26, 1972. Excellent condition below, good condition aloft, head stove, sinks, sleeps 5, roomy & strong rigging, lots of storage. Great Bay boat. Lots of headroom. Asking $7,800. Rob, 331-1405 (hm), (707) 433-1319 (wk).

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ERICSON 27, 1974. Atomic 4, reefing, stereo, new VHF, upwind S.F. Marina Green berth (Gashouse Cove). $9,500 b/o. Call Bill (415) 285-9684 (days), (510) 238-5645 (eves).

NEWPORT 28 MK II, 1985. Excellent condition. Diesel, Sobstad sails, epoxy bottom, pedestal steering, autohelm, VHS, DS. Illness forces sale. Owner will consider financing. $18,000. Call (707) 745-8627.

CATALINA 27, 1972. 9.9 o/b, ready to sail. No assembly required. Free sailing lessons w/purchase. Price reduced for full clearance. $5,999.99. Call now (415) 386-7235, Tom.

CATALINA 27, 1985. Excellent condition, lovingly cared for, diesel, wheel, Leading Edge sails, 2 jibs, DF, VHF, KM, auto bilge, battery charger, shore power, spinnaker rigging. $18,500 b/o. (415) 507-1574 or (415) 616-7762.

SANTA CRUZ 27, *Hot Flash* Lots of good sails, 6 hp Evinrude, trailer. $10,500. (510) 528-4644.

CATALINA 25, 1981. 12 hp inboard diesel, dual batteries. Clean and complete. 2 mains, roller jib, inflatable, autopilot, VHF, RDF, KM, log, stereo, microwave, more. Bottom paint 10/91. Owned by one family since new. Moving up. $10, 500 b/o. Alameda (510) 769-9194.

MacGREGOR 25-FT, 1984 w/trailer, 7.5 Honda, 2 mains, jib, genoa, custom cockpit cushions, pop-top w/enclosure. Galley, porta-potti. Sleeps 5. Radio & depth meter. Good condition. Great racer or cruiser. $5,800 b/o. (415) 591-6411.

1983 NEWPORT 28 MKII. Meticulously maintained. Immaculate condition throughout. Universal diesel, pedestal steering, autopilot, VHS, depthsounder, knotmeter, 2 jibs, Harken furling, dodger, compass, many extras. Used but not abused. $20,000. (707) 746-0485.

ERICSON 27. Strong Atomic 4. Autohelm 1000 with windvane. 3 good anchors including Bruce on roller. Main, jib, genoa. Good brightwork with covers. Surveyed well '91. Not butchered up. $10,000 b/o. (408) 737-5617(dys), (408)578-4483 (eves).

28-FT COLUMBIA. New batten main, custom cut roller furler jib, KM, DS, VHF, safety gear, Nov. '91 bottom paint, palmer gas inboard engine, head room, dodger, all cushions new, electrical overhaul, all bright work, excellent clean condition. Asking $12,600. Scott (415) 479-2703.

ERICSON 27. "Not a fixer". Nearly $10,000 spent on upgrades (too numerous to list). Includes spare new diesel engine with only 13 hours of running time. Moving East, will sell all for loan pay-off, which is under $10,000. Bill (916) 756-3860.

ERICSON 27, 1977. Atomic 4, wheel steering, main & 2 jibs, 2-speed barients, depthsounder, VHF, full headroom, sleeps 5, cockpit cushions, Delta awning, a good all-purpose cruiser/racer. Berthed in San Rafael. $13,000. (415) 388-2292.

28-FT TRITON #248, Yanmar diesel, new teak trimmed interior, improved structural mast support, 133 cubic feet of under water volume, generous freeboard, liveaboard headroom w/4 berths. Myron Spaulding (415) 332-3721.

HAWKFARM 1977, 28-FT. YRA one design, new paint (topsides, deck and bottom). A beautiful boat with a rebuilt diesel engine. Fractional rig with new North Main and jib. A great value at $18,000. 567-8119.

26 AWARD inboard diesel, propane gimbal stove, very solid and seaworthy boat. New main, new bottom. $6,000. Call Steve (415) 239-8239.

ISLANDER 28, new rigging, Edson wheel, Harken furling jib, canvas, dual batts, KM, depth, Volvo diesel low hrs. Going to Europe, may help finance, b/o. (415) 332-1616.

MacGREGOR 25, 1985 w/4.5 hp Evinrude, DS, VHF, excellent cond. $4,500, owner finance. (415) 468-4423.

THUNDERBIRD 26, 1989. Needs TLC. $950. (415) 468-4423.

ISLANDER 28, 1978. Diesel North sails main 150, 110, 85, 3/4 oz. 1 1/2 oz. spinnaker, self-tailing jib. New holding tank, head, macerator. All new canvas new cushions, VHF, knot log, DS, Loran and more. $21,500 b/o. (209) 368-5142, 368-3432.

MISTRESS NEEDS NEW HOME. Back injury ends 12 year romance with Santa Cruz 27 trailerable sailboat. Trim, slim, fast and agile. Self-tailing winches, center point mast hinge, 9 sails, outboard engine, trailer. $9,600. John,258-0616.

PEARSON TRITON 28'6" Sturdy Bay and Coastal cruiser. Fractional rig, two mains, spinnaker, working jib, genoa, VHF, mast head navigation lights, KM, two anchors, dependable Atomic four, Alameda berth. $7,000. (408) 457-1315.

CATALINA 27, 1983. Excellent condition, dinette model, Atomic 4, wheel steering, furler jib, CNG, new batteries, charger, new custom cushions, vang, electric bilge, macerator. 2 anchors. You will not find a nicer one. $15,000. Call Mike (916) 366-2873 (days), (916) 354-2852 (eves).

CHRIS CRAFT SEA SKIFF 28, 1964. Bargain, needs work. Selling because of health problems. Located Sacramento in the water. $4,500 or trade for motor home RV. (916) 372-9178.

26-FT CHRYSLER SLOOP. Swing keel, 9.9 Honda o/b, H/C water, 110 refer., stove, icebox, enc. head, autopilot , fireplace, VHF, compass, BBQ, 30 gal. water tank, AC/DC. $10,000. (415) 742-6698.



NEWPORT 28, 1981. $13,500. Original owner, excellent condition. Depthsounder, compass, VHF, Loran C, 3 headsails, alcohol stove, auxillary 11 hp inboard diesel. Shirley (510) 741-8008.

CATALINA 25, 1984. Swing keel, pop-top, 2 batteries, solar charger, 110 and main, DF, VHF, stereo, 2 anchors, Epoxy bottom, 7.5 Honda, all safety gear, tandem axle trailer. $11,500. Call Mike (916) 622-7130 (dys), or (916) 333-1799 (eves).

OLSON 25, 1989. Hull 119, trailer, Evinrude 6 hp o/b, KM, DS, VHF, updated 9 sail Inventory, excellent condition, located in Houston. If you want an Olson 25, this is the one you want. $19,000. (713) 334-5484 (eves).

CHEOY LEE OFFSHORE 27. FG cruise ready, Mexico vet. Recent epoxy bottom, Awlgrip topsides, exhaust system, new in 1968: Westerbeke 2 cyl. dsl, Loran C, shrouds, Forespar club jib/rig, traveller, 4 cruising sails, 6 total. Can deliver, trailer. $14,900 b/o. (415) 331-7576.

HARKFARM 28. Competitive SF - YRA one design since 1977. Affordable, durable, and fun. Boat, motor, and sails in excellent condition. $16,000 b/o. (707) 257-3577.

COLUMBIA 26 MK II. 71, new bottom paint, new rigging, well equipped. 9.5 o/b, 5 sails, full canvas cover, full keel. Bay or coast cruiser, owner must sell (new boat) see at SF Marina $6,000 b/o. (415) 583-0506.

CORONADO 27. Strong boat in great shape. Recent diesel, mast, boom, rigging, full-batten, double-reef mainsail, dual batteries, and bottom paint. Compass, VHF, navigation lights, anchors, etc. 6-ft headroom, galley, head. $7,500. Will take trade-in. (707) 226-3550.

CATALINA 27, 1972. Excellent condition, new main and 110 jib 1992, 9.9 hp o/b, VHF, DS, two anchors, lazy jacks, new head, like-new cushions, dinette, bottom paint June '92. Asking $9,500. Call (415) 326-5237.

CAL 2-27, 1975. Clean, well-equipped racer/cruiser. Active Bay fleet. New bottom May 1991. Main (2), jib, spinnaker. Atomic 4, VHF, DS, KM, stereo, shorepower. $14,000. Moored Jack London Square. Call Bill (209) 523-1455 (eves) (one owner).

SANTA CRUZ 27, has most everything, trailer, o/b. $10,500. (916) 922-5562.

MacGREGOR 26, 1988. Water ballast, 1987 9.9 Mercury electric start, 2 batteries, stereo compass, VHF, bottom paint, porta-potti, trailer. Good shape. I need to sell this boat now. $8,200 b/o. (510) 799-6518, Cliff (eves).

ERICSON 27, 1976. Diesel, fully battened main (2 sets of sails), epoxy bottom, VHF, DS, KM, stereo, microwave oven, sleeps 5, many extras, good condition. Berthed in Alameda. $15,000. (510) 846-8082.

OLSON 25, HULL #37. Great condition, professionally maintained. Last hauled out in April. Currently in charter at O.C.S.C. where she earns $3,300 a year. 6 sails. $18,000 b/o. Call (510) 523-8916.

EXCALIBUR 26-FT, 1967. Excellent cond. 6 sails, race rigged, 6 hp recently overhauled. New battery, no blisters. Ready to sail away. A steal at $4,950 b/o. Call Brian at (415) 695-7614. Leave a message with your phone number.

25 SANTANA (S25) Wide, light and clean. Sails, spin., o/b, VHF, compass, KM, new 2 axle trlr., electric brakes. Visit the San Juans, Catalina etc. $7,000. (707) 546-8879.

ERICSON 27. Great condition, roomy, low maintenance, and very easy to sail. 3 sails and many extras, upwind Richmond berth. Reduced to $7,700 or any reasonable offer for quick sale. Call Todd (408) 241-3559, Tom (415) 751-8876.

CAL 28, 1964. Clean, well-kept. VHF, Yanmar diesel, 4 sails, depthsounder. Great Bay or Delta boat. Sleeps 6. Must sell soon. $7,100. (510) 439-2003.

MERIT 25, 1979, *XX*. Boat of the month in *Latitude 38*, December 1991. New mast, mostly new standing rigging. $8,500. Garrett, (510) 786-2500, ext 2350 (days), (510) 524-3467 (eves).

STEPHENS 26, 1949. Lovely wooden sloop designed & built for S.F. Bay. Sturdy & pretty as she is, with minimal cosmetic work will be a knockout. Ready to sail, berthed at Redwood City. 6 hp Johnson available. Call David (415) 948-8482, (415) 948-8453.

SANTA CRUZ 27. Fresh Kevlar sails. New mast and rigging. Epoxy bottom, trailer. Winning race record. Dry sailed. $11,800. (415) 366-0305.

27-FT PEARSON RENEGADE, 1968 vintage thick fiberglass hull, great response sailing. New LPU hull, topsides. Autohelm, VHF, KM. Monterey mooring, Evinrude 8 hp, dinghy, new anchor rode, 4 sails. Owners upsized, same vintage Pearson 35'. Sacrifice. $6,500 b/o. (408) 375-8892.

29 TO 31 FEET

OLSON 30. Was Olson "factory boat", vet of singlehanded TransPac & 2 trips to Mexico. North main and jib nearly new, six other sails. Two compasses and KM new in '92, deck painted last month, bottom barrier coat in '87. Nortec autopilot, companionway dodger and stern pulpit solar panel for singlehanders. All this lightening fast & simple fun for $11,900. Owner will finance. Dual-axle trailer available. You won't find a better deal on the West Coast. Call Mitch (415) 456-6861.



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40-FT PINKEY SCHOONER, 1971. A Dean Stephens masterpiece, using the finest materials and construction methods. Massive double hull of vertical grain fir over oak, monel fastened, gaff rigged, Volvo diesel, 13 sails + lots more. $50,000. (805) 546-3494.

NORTHSTAR 40. Center cockpit ketch, built Canada 1974. Comfortable ocean cruiser. Dodger, diesel, radar, lathometers, autopilot, roller furling, roller reefing, Barient winches, Shipmate stove, Elliott life raft, 2 cabins, 2 heads, pressure water, stereo. Much more. $70,000. (415) 343-3704, (415) 325-9928.

47-FT CUSTOMIZED PERRY KETCH. One owner, cruz vet ready to go again. 80 hp Ford dsl (1,300 mi range) 1,000 sq ft working sail + extras, 4.5 kw aux + 5 kw cruz gen. Radar, 2 fath, SatNav, heavy Gr tackle, & much more. Boat in Sea of Cortez. $185,000 b/o. Call (619) 270-6104 for info.

51 FEET & OVER

53-FT SLOOP, NZ built 1982, cold-molded, John Spencer Design. Luxury teak interior but fast. Comfortable, easy to sail, great liveaboard. Cruise or Transpac ready. Asking $125,000/offer. McKay, Box 30747, Honolulu, Hi 96820. (808) 941-3264/ fax (808) 524,1097.

56-FT STEEL, shoaldraft, ketch rig, motorsailer for world cruising, charter, liveaboard. 6-71 GMC, 2000 gallon fuel, 800 water, 2-15kw generators, washer/dryer, freezer, sonar, complete electronics, SCUBA compressor. $249,500 or trade, video available. (206) 378-3290.

65-FT CUSTOM KETCH. Bristol condition fully equipped for world cruising. SatNav, Loran, 32 mile radar. Weatherfax, ICOM SSB-VHF, AP, windspeed/direction, depth, TVs, VCRs, custom Bose sound system, generator, watermaker, etc. New North sails. Very serious seller. $145,000b/o. (619) 977-7040.

DISTRESS SALE, 65-ft Ferro gaff-rigged ketch, full sail inventory, electronics, davits with dinghy, low hrs on 471 diesel. All offers considered. Call Mike (408) 655-9893.

54-FT FERRO KETCH. 11 sails (6 new), autopilot, Loran, diesel generator, large refrigerator, microwave, 300 gal. water, 375 fuel, teak and rosewood interior, two heads, excellent liveaboard and cruising. $75,000. Call (415) 728-0203 or (209) 296-7430.

CLASSICS

RHODES "WINDWARD" SLOOP 33 1/2 feet, 8.6 beam, 5.4 draft. Built in 1959, Alameda Boat Works. Professionally maintained Stone Boat Works. Owned 23 years. $22,500.(510) 339-0496.

$495,000. Christened the *Alice* in 1905, this meticulously restored Ark floated in Belvedere Cove until hauled ashore in 1939. Steambent ceiling frames, ship-lap construction with all painted & varnished wood throughout exudes her nautical heritage. Barge hull still has oakum in seams and provides extensive storage and wine cellar. She has 2 bedrooms, 1 bath, large landscaped level yard in Belvedere close to Belvedere Park with short walk to bus and ferry. Great value. Absolutely unique. Agents welcome. (415) 435-3640.

40-FT LAKE UNION POWER boat, 1927, cedar planking, oak frames, teak cabin, Chrysler Royal 140 hp, pressure hot water, refrig., propane stove, full cover, dinghy. Well maintained, great liveaboard. Asking $55,000. Motivated to sell. Make an offer. (415) 331-0812.

KNARR 30-FT, 1956. Danish built cruising type. Mahogany over oak. Partially restored, beautiful boat. $3,000 b/o. (415) 661-3724.

20-FT GAFF RIGGED SLOOP, unique, antique, the *Governor Bradford.* Probably the last existing small S.F. built small workboat. Great history. Built by George Kneass around 1887. Needs hull work. Former Master Mariner. Call Bill, 265-2483 and keep trying.

MULTIHULLS

50-FT TRIMARAN. Foil ocean race, good condition. High performance, very fast 25+ knots, 7 sails, jib furl, 10 winches, Nike computer, VHF, water maker, generator & a lot more. Ask $75,000, now $49,000/offers. (510) 736-8093 (days), (415) 474-6480 (eves).

50-FT TRIMARAN AIREX const. 40 hp Isuzu, full gear with watermaker, radar, GPS. Presently in Tahiti. $90,000. Write or call after 8/15/92 (805) 528-0473. R. Schwartz, 1375 Nipomo, Los Osos, CA 93402.

HOBIE 16, '79. Gray w/Cat Fever sails, good condition, with galvanized Highland trailer and extras. $940. (415) 369-0427.

PROFESSIONALLY BUILT 40-ft Piver sloop by Cox Marine Ltd., Britelingsea, England. Stainless steel rigging. Aluminum mast. 8 bags sails. Autopilot, RDF, lathometer, VHF, full galley. Head has hot water shower. Write or call for complete list of equipment and pictures. $27,500 with mooring in Morro Bay. (707) 937-0540. Norman Davis, P.O. Box 542, Albion, CA 95410.

40-FT PILOTHOUSE TRIMARAN. US-documented, Williams design, professionally-built Canada. Dual-station hydraulic steering, 32 hp diesel. Cruise-ready, seven sails, dinghies, 4 hp o/b, autopilot, Furuno 24 mile radar, Loran, more. Great liveaboard, cozy interior, four berths, cabin-heater. $49,500 b/o. (510) 226-7119 or write P.O. Box 14238, Fremont, CA 94539-1538.

38-FT PIVER TRIMARAN. Rebuilt 1986. Cross keel, 6 sails, 27 hp Yanmar diesel, all working electronics, 2 dinghies, great cruiser/liveaboard. $28,000. Call Pam (619) 667-0408.

37-FT TRIMARAN, quality built, Dsl, 5 bags, all amenities & ready to sail. $20,000 b/o. Call 1-800-382-3434.

F-27. SALE. One month only. Price reduced to $47,500. Offer expires 8/31/92. Includes trlr and spinnaker. Excellent cond. (415) 905-6818.

16-FT PRINDLE CATAMARAN with trailer, 1983 model. Excellent condition. Brand new trampoline, tequila sunrise sails, sail tube, and extra accessories. Boat has current registration, even original Prindle owner's manual. $1,950 b/o. (916) 486-3555 (before 8:30 pm).

F-9A 31-FT, Ian Farriers latest trimaran. Faster and bigger than F-27, 6'1" headroom, trailerable, cedar epoxy W.E.S.T. system. Now sailing in N. Calif. Will also custom build for you. No rudder kickers please. $92,000. Lance (916) 342-3152, Chuck (916) 899-1835 (eves).

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28 LAND N SEA, 1973. Gas V/8 I/O, all fiberglass planing hull with flybridge. All amenities, stove, oven, fridge, hot water, shower, freshwater & holding tanks, depthfinder, VHF, invertor, great liveaboard, needs engine work, at Harris Yacht Harbor, W.Pittsburg in yard. $6,000 firm. (510) 649-7784.

35-FT PROWLER, Canadian built, Dec. '88. Sundeck, exc. liveaboard. Twin mercruiser 260 hp. Teak interior, propane stove, Paloma water heater, full shower, microwave, VHF, depth, bimini top, upper/lower helm. $115,000. Located Pete's Harbor, slip 26. Redwood City. (415) 364-4284.

35-FT PT-35, 1985. Fly bridge sedan trawler, twin 200 hp Perkins, 400 hrs TT, to SMOH. Haul-out 7/91, epoxy bottom. Dual steering, auto-helm, depth. Fwd stateroom, elect. head w/shower, full galley, 2-way refer w/ice. Also 8-ft Montgomery sailing dinghy. Very comfortable liveaboard, delta cruiser. Looks great, runs great, low operating cost, no problems, pampered. $82,500. Jim (415) 388-4427.



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HUNTER LEGEND 35.5, 1990. Like new, easy to handle in ocean or bay, 1990 SF-Hawaii Pacific Cup veteran, furling jib, 1.5 oz. spinnaker with pole, dodger, knot/depth/wind meters, stereo, VHF, Loran, SSB setup, extra bilge pumps, 2 anchors, 6 winches, Yanmar 27 hp diesel, hot/cold pressure water, head with shower, CNG stove, hauled with new bottom paint 1992, possible live aboard. See at Brickyard Cove Marina, slip E-18. Must sell, trades considered. $78,500, (916) 422-7476 (hm) or (916) 653-0437 (wk) for brochure or survey.

36-FT LOD, 49-FT LOA, Angleman Gaff ketch, 1972. Only 16 built, comfortable world cruiser liveaboard. New set of working sails, Loran & elect windlass. Updated head, galley & stateroom. 4 cyl Isuzu diesel, shower, VHF. This yacht stands out in a crowd! $54,950. (206) 526-5895. Seattle, WA. Can deliver.

RHODES "WINDWARD" SLOOP 33 1/2 feet, 8.6 beam, 5.4 draft. Built in 1959, Alameda Boat Works. Professionally maintained Stone Boat Works. Owned 23 years. $22,500. (510) 339-0496.

"THE BEST TAYANA 37 FOR SALE on the West Coast," ready to cruise (fully equipped) or liveaboard in elegance. In excellent condition. $77,000 b/o. (415) 331-5916 or write P.O. Box 102, Sausalito, CA 94966 for details. No brokers.

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CREALOCK 37, 1980. Cutter rig. Strong, seaworthy, comfortable cruising boat built by Pacific Seacraft. Well equipped, is already in Mexico, includes life raft, dinghy with o/b, 8 sails, solar panel, dodger, sails, solar panel, dodger, 4 anchors, stereo and much more. $75,000. (707) 864-0875.

UNION 32, 1984 CUTTER. Excellent condition. 350 hours on Volvo Penta 23 hp. Fresh water cooled. Equipment: Loran, radar, VHF, depth, knot, 4 sails, Harken furling system, two-speed winches, handles, dodger, sail cover, hatch covers, more canvas, three anchors, 300 feet chain, windlass, whisker pole, overboard pole and ring, 4 life vests, refrigeration, charger, hot/cold pressure system, Mar-gas, new batteries, flare kit, teak throughout, Force 10 heater, and more. $59,000. (510) 523-7873 (boat), (916) 893-8217 (hm).

ARIES 32. Hull 3, 1973. Mahogany on oak. Great condition. MD2 diesel. DS, VHF, Loran C, monitor vane, extra sails. Great Bay boat. Recent bottom job, paint, zincs, extra equip. Owner transferred. $22,000. (415) 883-2367 (w), (510) 528-8550.

PRETORIEN 35, 1987. Performance cruiser, ocean racer. Harken self-tailing winches. Loaded electronics, autopilot, new sails. European teak interior, H/C pressure water, full galley. Low engine hours, Micron CSC bottom. Meticulously maintained. $89,500. (415) 334-1387.

APHRODITE 101 *BIT.* Hull #87. Elegant small yacht 33 ft. Danish built, designed by Paul Elvstrom. Sails beautilully on and off the wind. Great single hander. Volvo diesel, autohelm, Loran, extra sails, other extras. $24,000. I've moved to Idaho. Paul, (208) 622-7358.

CUSTOM GARDEN KETCH 37-FT. Bronze hardware-fastened-mahogany oak. Perkins diesel launched Japan 1963. Meticulously maintained varnished, masts, cabin, rails, cockpit. Well outfitted. Classic boat in perfect condition. Partial trailerable cruising boat trade considered. $49,000 berthed Marin-S.F. Bay. (209) 728-3807.

GOOLARA, 89 CATALINA 34, Sobstad main, 150, 130, 110, and cruising spinnaker. Harken traveler system quick vane, Awgrip two coats Apr 92, electric windlass, Micrologic Loran, and refrigeration. Winner of numerous races. Price $64,000. John Billmeyer (408) 353-8152 or 353-3393.

ISLANDER 26, 1/4 PARTNERSHIP. Berthed gate 4, Sausalito. Excellent condition. $1,900, plus approx. $100/month. (415) 389-1744 (eves), (415) 927-4000 (days).

CENTURION 32, 1972. Plastic classic, tiller steering, Volvo MD8 diesel. Pressure water - 100 gal. 2 mains, starcut, blooper (genaker) 3 jibs (storm, working, genoa) depth sounder, VHF, documented, full galley & head w/teak interior. (408) 943-2642 (days), (510) 229-1264 (eves). $36,500 b/o.

LAST CHANCE. Santa Cruz 33 kit. Hull, custom deck, keel mold, 10 hp engine, deck gear. Must sell $8,500 or trade + cash for SC-27 or Olson 30 to ship to NZ in Sept. Seller in Calif. 20th August. Contact Bryan at (916) 729-4355 (eves only).

CRUISE MEXICO IN '92. Dufour 35, Mexico/Hawaii veteran. In Mexico. Ready to go. Excellent condition. Strong, seaworthy, comfortable. Cruise equipped with extras: solar panels, HAM/SSB, bimini, water purifier, customized interior, more. $60,000. Ted, (415) 326-3181.

34-FT COLUMBIA. Hauled 6/30/92, new bottom paint, 2 yr old Awigrip, gel coat, full head w/ shower, full galley, 110/12v frig/freezer. Depth knot, Honda gen, new batteries, Palmer 4 cyl gas eng. Sleeps 7. Desperate seller. $22,500 b/o. Dan (510) 706-9047, (510) 634-2443.

33-FT MEADOWLARK KETCH. All original to Herreshoff specs. The ultimate shallow draft cruiser. Draws 18" with boards up. Cedar & long leaf yellow pine on oak. Bronze fastened. Twin Volvo diesels. Good sails. Trailer. Spare gear. Sacrifice $8,500. 663-9225.

CHINESE JUNK, 35-FT, 1968. Teak, Volvo diesel, shower, head, sleeps 6, well-maintained. Great liveaboard, something special. $30,000 b/o. Call Michael (415) 479-7128.

1973 COLUMBIA MKII, 34-FT. New rigging, furling jib, new main, dodger, new 150 jib. Radar, SatNav, Loran, Yanmar diesel, windvane. New bottom paint. Trade for motor home or ? May carry loan. (916) 777-5631 (after 4pm).

BILL LEE SC33. Modified structurally & ascetically for safe passage & creative comfort. 34' w/swim step, complete amenities for liveaboard. Launched '82. Complete, ready. Joe (408) 684-0221, $30,000.

FOR SALE, 1979 HANS CHRISTIAN 38-ft. $119,000. Call (510) 444-8484 (work, days), (510) 534-0735 (eves).

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35 HALLBERG RASSY SLOOP Listed in "The World's Best Sailboats" by Terene Mate. 75 hp Volvo, new mylar 90% furling jib, 110 jib, center cockpit w/icebox, new canvas dodger, bimini, complete cockpit enclosure, Force 10 LPG, 2-burner w/oven broiler, Norcold w/freezer, H/C pressure water, new batteries, wc "skipper", Espar, Achilles, 3 anchors, 2 Nav stations, Loran, VHF, depth, wind, KM, 9/91 haulout included new thruhulls/seacocks. Teak, fiberglass excellent. In fresh water most of its life. $49,950. (510) 841-7338.

ISLANDER 36. *Island Girl* best looking I36 on the bay. New Pathfinder 50 diesel '81. $20,000 major retrofit '87 - LP hull, non-skid, Harken furling, Quikvang, groco K head, Navtec back stay, HD bow roller, Datamarine instruments, Loran, Icom VHF. 3 head sails, main, spinnaker. CNG oven, H/C water, removable dodger, inflatable 4 hp o/b. Much equipment. $55,000. Kevin, (415) 928-2069.

RAFIKI 35, 1980. Teak decks, Airex hull, Volvo diesel, autopilot, VHF, depth, stereo, oversize winches. $59,000, offer. Brochure and photo on request. (408) 867-9202.

ARIES 32 SLOOP, 1976. Fiberglass hull, fine condition, fine lines and charm. Displacement 15,000 lbs. Easy, safe sailing in heavy weather such as San Francisco Bay. A delight to sail. Only $33,000. Pier 39 slip. Call (209) 383-5999.

ISLANDER 36. Excellent condition, roller furling, dodger, Loran, windlass, cruising spinnaker, dinghy, CNG, propane heater, Westerbeke diesel. Beautiful interior, must see. New LPU mast & standing rigging 5/92, epoxy bottom, hauled 6/92. $44,000 negotiable. Alameda berth. Call (415) 598-7352 (wk), or (510) 521-5780.

CATALINA 38, 1982. Hauled, new bottom paint 3 months ago. VHF, DS, KM, Loran, folding prop, shower, AC/DC, refer/freezer, AP, 24 hp diesel. Roller furling, 3 jibs, 2 mains (1 full batten) spinnaker/gear. Great shape. $39,995. (415) 424-6574.

ERICSON 32, 1974. Excellent condition, diesel, wheel, full galley, main, working jib, genoa & spinnaker, VHF, stereo, Loran, depthsounder, knotmeter, windspeed, wind direction. Beautiful design, nice interior. $22,000. (415) 587-6040 (eves), (415) 957-5957 (days).

CLASSIC 35-FT CAMPER NICHOLSON sloop. Beautifully maintained, world cruise capable. Very few on West Coast. Comfortably sleeps 6 in two cabins. Pedestal wheel, autohelm, Brooks and Gatehouse wind speed/direction/KM. $67,500. Call Larry (415) 454-1594.

HUNTER 33, 1982. Experienced boat seeks new owner, current owner moving and can't go with him. Great Bay/Coastal sailing. All lines led aft for single-handed sailing. Comfortable/fun liveaboard, current owner's been doing it for last 2 years. Leather trimmed wheel, Yanmar diesel with low hours, battery charger, h/c water pressure are basics. Dodger, Harken roller furling, Adler-Barbour refrigeration, dual batteries added in 1990. Two coats Z-spar bottom paint new last spring. $35,500. Bill (209) 521-7887, (510) 235-7006, ext. 2023.

CELESTIAL 32-FT, 1990 performance cruiser. Like new. 40 hours on Yanmar diesel. Single-handed race rigged sloop. Reefing, full batten main, roller furling. Promotional boat with full teak interior/cockpit. VHF, pressure water, head/shower combo. Closeout $79,950. Joint ownership and/or OWC financing. (415) 892-4100.

1987 CATALINA 34. Clean, 539 hrs. diesel, roller furling jib, 2 reef pt., main, spinnaker, Signet instruments, VHF/stereo, slip #160 Marina Bay Richmond. Must sell, moving to Florida. $48,950 b/o. Call Dick (916) 989-1816.

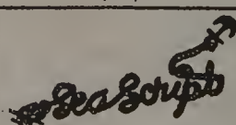
1980 HUNTER 37. Great liveaboard, and cruising. Fiberglass deck and hull. New epoxy bottom. 30 Yanmar diesel eng. Roller furling jib, dodger, hot water and shower. Loran, VHF, inflatable dinghy with o/b eng., AP. Located in Berkeley. (408) 353-4699. Asking $45,000.

ISLANDER 36, 1977. Deluxe interior (all wood), new epoxy bottom in '92, new lines, self tailing winches, knot, depth, VHF, wheel, compass, stereo, phone, Atomic 4, sleeps six, 10 ft. Zodiac with 10 hp. Reduced to $35,500. (510) 522-3889 (h), (510) 438-7781 (w).

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TARTAN 34, 73. Fast, Yawl, S & S design, quality 4 to 7 feet draft, diesel overhaul, 4 sails, low hours. Bargain, $39,000. (408) 726-2829.

ISLANDER 36 FREEPORT center cockpit, 1982. Loran, VHF, autohelm, windvane steering, DS, wind speed/direction, self-tailing winches, dodger, furling jib, H/C pressure water, refrigeration, propane oven, teak interior, two heads/showers, CD/TV. No brokers. $74,000 b/o. (510) 438-7166.

SANTANA 35, active one design racer/cruiser. Signet instrumentation, VHF, Loran, and stereo. 2 mains, new 150%, 1/2, 3/4, and 1.5 ounce spinnakers. Volvo diesel. Race ready. Asking $37,500 or make offer. Call Bill at (408) 244-1700, ext. 2488.

YANKEE 38 SLOOP. Sparkman & Stephens design. Open ocean equipped with SatNav, self-steering windvane, 6-man cannister life raft. Full sail inventory including spinnaker. Documented. $72,000. (415) 336-5079 (wkdys).

32-FT GULF PILOTHOUSE SLOOP. Dual hydraulic steering. Harken roller furling. Barlow self-tailing winches. RVG wind vane. 36 hp Perkins diesel. VHF, depthsounder. Propane oven/stove, cabin heater. Adler Barbour reefer. H/C pressure water. 75 gal. fuel/water. Liveaboard berth. Beautiful. $45,000. (415) 699-2988.

ERICSON 38. Comfort, quality & many extras. Fully equipped, radar, ample electronic power system, autohelm, Loran, more. Cruise capacity water & diesel tanks, full canvas. Separate stern & bow cabins, shower stall. Rigged for single handed sailing. Reduced $69,500. (415)593-4293.

WILLARD CUTTER, 1977. Crealock designed for offshore use. 35-ft length. Very good condition. Extensive reconditioning included epoxy bottom, oversized rigging. Pisces diesel. Windlass, dodger, radar, pressure hot water, Monitor vane. Teak interior. 6 sails. $29,500. (510) 601-1668.

32-FT CLIPPER MARINE fiberglass center cockpit sloop, 1976. A great family Bay cruiser. 3 1/2 foot draft, fin keel, six foot headroom, sleeps six, separate aft cabin, wheel steering, and large compass. Also has reefing jib, 15 horse "Sail Power" auxiliary , shore power, hot/cold pressure water, porta-potti, ice box, VHF, stereo and ground tackle. $9,900 cash. Berthed at Oyster Cove, SSF. Call Charles (415) 599-3013 (days), (415) 225-0345 (eves).

34-FT CORONADO 1969. FG sloop, excel. cond. Atomic 4 (low hrs), sleeps 6, 3 jibs, 1 main, full boat cover, wheel steering, mast rungs, icebox, elect. refrig., 2 batteries, autom. charger, VHF, depthsounder, knotmeter, electr. & manual bilge pumps. $20,000. (415) 435-5270.

ISLANDER 36, 1975, diesel. 9 barients, hot water system, clean. Berth 203, SFYC. 435-0427.

38-FT DOUBLE ENDED KETCH. Well equipped ocean cruiser, spacious liveaboard. Excellent condition. Possible liveaboard slip available at $225/month. Must sell this month, will take best offer. Asking $35,000. No it's not a wooden boat. Call for viewing only. (510) 523-0499.

33-FT TARTAN TEN. Well-maintained racer/cruiser. Fully equipped. Motivated seller. $13,950 b/o. Call Chuck (510) 439-2150, (707) 747-7525 (days).

ASSEMBLY REQUIRED: RANGER 37. Sensational opportunity for your love of a great sailboat, Including professionally rebuilt hull, new stringers, bulkheads. Brand new rudder, keel, Westerbeke diesel, hardware galore. Complete suit of sails. Relocation forces sale of beloved project. $32,500 (415) 726-5425.

ISLANDER 36, Palmer 60 engine, furling jib, spinnaker, wheel steering, pedestal MT inst. WS, AW, DS, KM, dinghy. Price for fast sale. $23,500 or trade. No boats. (510) 443-4069.

CREALOCK 37, 1978. Beautiful boat in excellent condition. Custom oak & teak interior. New Yanmar 1988. Fully cruise equipped with top quality gear 1989. $87,000. (503) 899-7564.

33-FT CUSTOM STEEL CUTTER, Merritt Walter dbl ender. Beautifully constructed & maintained, well-equipped for cruising or liveaboard. Safe, comfortable & dry. Serious inquiries only: a "steel" at $42,000. Call Ken (510) 428-4023.

40 TO 50 FEET

41-FT CHEOY LEE KETCH, offshore Richards design '77, customized for worldwide sailing, replacement $150,000, sell $75,000. (805) 658-7703.

COLUMBIA 50. Complete interior rebuilt, completed 1990, including all new wiring, plumbing & electronics, custom designed fiberglass dodger. Interior designed for 2 people for worldwide cruising w/comfort & safety. SSB, VHF, radar, SatNav, autopilot, inverter, instant hot water heater, water maker, pressure fresh & salt water, microwave, propane stove/oven/broiler, BBQ, refrigeration. $125,000. (707) 963-2415.

44-FT MASON KETCH. 1986. Quality yacht, impeccably maintained. Cruise equipped by experienced owner. Top brand equipment includes 4.4 kw Westerbeke genset. Technautics cold-plate freezer, Nilsson electric windlass, Autohelm 6000, SatNav, Avon & much more. Brochure on request. By original owner. $210,000. Call (805) 984-8739.

47-FT RHODES MOTOR SAILER, 1972. Fully loaded, great liveaboard, beautiful spacious interior, central heating/air conditioning, complete kitchen, full size shower & facilities, twin dsl Perkins & generator, flying bridge, ideal ocean cruiser, 800 gals. dsl, 350 water (integral F/G tanks). $109,000 b/o. Chris (415) 493-7071.

CT 41, 1975, traditional cruising ketch, excellent condition, great liveaboard, autohelm, electric windlass, depth sounder, KM, electric refrigeration new in 1988, completely reconditioned engine in 1992 and new wiring. (916) 446-5278.

FREEPORT 41, 1976, $65,000 b/o. New 70 hp engine with 195 gal. fuel, radar, SatNav, Loran, 190 gal. hot pressure water, 3.5 kw gen, 35# and 45# CQRs, 350 ft. chain, electric windlass, roller furling jib, new geniker, self tailing winches. Principals only. Call (408) 252-7391.

PASSPORT 40, 1985. Pullman berth layout w/quarter berth. 2 heads. Too much cruising equipment to list. Very clean & ready to go. The nicest interiors & layouts you'll find, must see. Call for equipment list & price. No brokers. (619)260-1723.

40-FT VALIANT PILOTHOUSE. 1980 by Uniflite. Much better than new. One owner, professionally maintained. Outstanding cruiser/liveaboard. Amenities include: Wood-Freeman autopilot, Grunert refrigeration, Furuno radar & Loran, Lewmar winches, dual steering, Westerbeke 58 diesel - make this one of the finest cruisers in the NW. Call for picture & specs. Asking $175,000. (408) 371-0180 or (206) 564-1221.

40-FT BRUCE ROBERTS 1984. Located on Sea of Cortez. F/G, cutter rig, flush deck, full keel, roller furling. Fully equipped including. Tools, fishing gear, SCUBA gear, 2 dinghies, 2 o/b's, solar panels, SatNav, Signet inst.'s, ICOM 735 HAM, VHF, A/P, water maker, Adler Barbour refrig., hot/cold pressure water, custom interior with lots of storage. Much more. Call for complete list. Poor health forces sale. $37,500. (209) 369-7859.

GULFSTAR 50 KETCH, *Great White,* terrific liveaboard, watermaker, generator, w/fax, radar, Loran, Ham radios, diesel heater, RDF, VHF, knot, WS, depth, Vac-U-Flush head, IBM computer, Perkins diesel, microwave, much more. Great condition, equip. list available. $137,000. Call Alex (415) 368-5488 (days & eves).

FASTNET 45 SLOOP. Designed by Luders built by Lecomte to Lloyd's specifications in 1969. This contemporary classic is in new condition throughout with a full compliment of cruising inventory & luxurious accommodations. A beautiful yacht. $148,000. For full info. (415) 388-5356 (eves).

NALU II, 1954. Lapworth 46-ft sloop. Strip planked, flush teak decks, aluminum spars, diesel. Transpac winner and great Bay sailer. Great liveaboard, shower, new electrical system, diesel heat, etc. Best offer, must sell. $45,000/partial financing. (415) 331-7235.

47-FT SLOOP, S & S CLASSIC, one of SF Bay's most beautiful and well-constructed wooden yachts, to see her is to love her. Sleeps 7, large cockpit, autopilot, electronics, many sails. 2 boat family, must sell. $52,500 b/o. 331-0907.

50-FT BLUEWATER, 3/16" steel motorsailer, over 50% finished, has 600 gal. water, 800 gal. fuel, port holes, electric lines, lights, engine mounts, shaft log, floors, walls, ceilings, gaffcutter rigged, will make good home on water. $4,500 cash. (916) 372-1361.

GULFSTAR 50 SLOOP incredible liveaboard/cruiser, 25 GPH watermaker, 8 kw Westerbeke generator, 24 mi Furuno radar, Ranav Loran, Magnavox, 41-02 SatNav with DR pkg, modified ICOM HAM radio with auto tuner, 2 VHFs, reverse cycle air cond, 2 elect heads, Hood stowaway mast, furling headstay, + much. Ready to sail to your dream destination. Originally built for Tod Hood's brother. She's cruised East Coast & Caribbean before being shipped to Southern California. Asking only $125,000. Equip. list available, she's loaded. Steve, (310) 823-2144.

43T HANS CHRISTIAN 1985, cutter, one owner, never chartered, excellent condition, w. autopilot, 72 hp Mercedes diesel, roller furling headsail, radar SatNav, Loran, elec. anchor windlass, freezer, refrigerator, inverter, much more equipment. Ready for cruising. $189,000. Call (408) 475-6899.

MORGAN OUT ISLAND 41 New uphol. 250 hrs on 80 hp dsl. Two showers, separate owners cabin. Marble counters, CD cass. radio w/remote. Loran, VHF, new depth+, speed+log. July haulout. Like new. Low book. $79,500. Great liveaboard. Why rent? (415) 365-9475.

1986 DEL REY 50. Factory built hull and deck. 12,500# lead ballast installed. Inexpensive storage/working area. 2-heads, 1-diesel stove misc. $11,500. (510) 932-4339.

44-FT CHEOY LEE, 1983. Excellent condition. Documented, center cockpit, cutter rig, roller furling. Two staterooms with heads/showers. Full instrumentation including radar/Loran. Perkins diesel, refrigerator/freezer, propane stove/oven, microwave, generator, Zodiac with o/b. Luxurious cruiser/liveaboard. $125,000. (510) 831-2407.

ERICSON 41 SLOOP. Isuzu diesel, monitor, Furuno, Magnavox, 6-man Zodiak, Harken roller, solar, 60 lb CQR, 230' chain, much new canvas, sailing dink, force 10, Wolter water heater, varnished + green mohair interior. Moss Landing slip. Serious only. $65,000. (408) 755-7521.

STANDFAST 40, 1973. 1985 total refit for extended offshore cruising. Call for spec sheet. Proven passage maker. $105,000. Call (510) 620-0642.

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CAL 2-29. New diesel. Loran VHF, DS, KM wind speed and direction. Very clean and oceanready. Many extras. $22,500 b/o. (415) 586-8173.

CATALINA 30, 1980. VHF, knotmeter, fathometer, compass. New: sail cover, Lee canvas, rail covers & bottom paint. This boat has been well-maintained. Owner wants a 36 or 38-ft sailboat. Asking $22,000. Call (510) 623-1031 (h), (408) 378-6412 (w).

ISLANDER 30 MKII, 1972. $13,000. Surveyed $14,500. Good condition, strong palmer gas inboard, blister epoxy job 1990, new dinette setee cushions, spinnaker, third owners, have most receipts since new, sails great. Vallejo Muni Marina (H-40) (707) 255-9387 (msg).

TARTAN 30, 1979. Fully equipped for single handed sailing, with all lines led aft to ST winches, roller furling, autohelm. Low mileage, never raced, excellent condition. $25,000 b/o. (510) 527-3507.

ISLANDER 30 MKII, 1971. $15,000. Great layout w/headroom. Dodger, bimini top, electronics, Loran C. Sails: main, 90%, 130%, 150%, spinnaker. Call Noah (707) 745-2479, 745-8518. Let's talk.

MOORE 30 W/TRAILER. Sale or trade. Call (916) 583-9420.

OLSON 30, Ballenger double spreader rig, dual axle trailer, many extras. $13,000. Russ (408) 462-2871.

1976-77 PEARSON 30-FT. Excellent condition, new rebuilt Atomic 4 engine. Used only 2 x/year due to health conditions. Stereo, 3 sails, recent survey. Situated in Oakland Estuary. $22,900 firm. (510) 947-3193 (msg).

CATALINA 30, 1977. New standing rigging, autohelm, alternator control, new elecs, AC/DC fridge, two spinnakers, 110, 150, dodger, overhauled Atomic 4, collision radar, DF, KM, horizon and much more. Boat is in excellent condition. $18,500 b/o. (510) 769-1038.

OLSON 30. Two boat owner needs to sell the Olson. Everything you need, trailer available. (408) 373-4390 (o), (408) 624-0247 (h).

CATALINA 30, 1978. Three sails, Yanmar diesel. Pressure water, VHF, Loran, Signet knotlog & depth, stereo, battery charger, BBQ. Galley with natural gas stove. Compass, wheel steering w/ rack & pinion. New rudder, new bottom paint 7/15/91. Asking $22,000. Call (209) 931-3787.

ISLANDER 30 MARK II, 1972. Excellent history. Well equipped. 30 hp Palmer engine, 2 sets of full sails, sail covers, alcohol stove/oven refrigeration. Many extras. Docked at Stockton Sailing Club. $15,500. Call (209) 951-5990 (h) or (209) 931-5910 (w).

OLSON 911-S, 1989. Like new condition, one owner boat has all equipment and gear placement done by dealer and designer. Headfoil, hydraulic backstay, running backstays, tiller, full instruments, Martec folding prop, Marion sails, ocean racing equipment, epoxy barrier coat, shore power, battery charger, autopilot, Loran, VHF/FM. Beautiful interior includes H & C pressure water, shower, extra ports opening to cockpit, stereo, and, two-burner stove/oven. E-Z on/off deluxe dodger. $65,000. Gary (415) 375-8844, (415) 344-6976 (eve).

CATALINA 30-FT, 1981. Like new, low hours, sleeps 6. $4,200 upgrade 1992, all extras including H & C water, shower, stove, SS radio, auto battery charger, datamarine depth & knot meters, furling, wheel, custom deck cushions, teak exterior/interior. Bottom paint removed, new barrier and bottom coat July '92. $25,750. 435-5959.

CAL 2-29. Clean, 9/91 survey. Diesel, low hours. $18,000 b/o. Must sell. Call (510) 538-4001 (w), (510) 632-0275 (h).

CASCADE 29, 1970. Just married and time to move on. Sturdy Bay boat, great for day sailing. South Beach berth. Needs engine and new sails. $6,500. Dave (415) 565-6646, (415) 563-4193.

PEARSON 30-FT. Volvo diesel, Loran, VHF, WS, WI, DS, roller furling, dodger. $16,500 b/o. (415) 737-9824.

COLUMBIA 8.7 (29 FT), 1979. Full keel, Yanmar diesel, VHF, KM, DS, battery charger, new cover, stereo cassette, teak interior, sleeps 5, great condition. Two boat owner so must go. $17,500. (510) 614-9446.

ISLANDER BAHAMA 30-FT. Must see. Must sell. Excellent condition. Extra sails, electronics, insulated interior liner, head, stove, shore power with charger. Safety gear included. Best offer. (415) 364-1675.

H-28M. 1965 Classic 30' Herreshoff ketch. Strong and sound. Good condition, needs cosmetics. Set up for single handling. 2 jibs, self-tending staysail, main, mizzen staysail. 0 hours on rebuilt Atomic 4. $12,500. (510) 357-3803.

BODEGA 30, 1976. Chuck Burns designed fiberglass cruising boat. Exceptionally well built, good performer, non-skid decks, Navik self-steering vane, new windlass, weathercock, VHF radio, 10 hp Honda o/b. $14,000. Possible owner financing. (415) 332-9280.

BABA 30, 1983. Beautiful, roomy cruiser. Yanmar diesel. Combi speed, depth and VHF. Micrologic Loran, new batteries, hot/cold pressure water and more. Must sell. Steal this boat for $49,500 b/o. Call (415) 332-2346.

RAWSON 30, 1962. Fiberglass sloop, full keel, dependable, 27 hp Yanmar freshwater cooled diesel, 5 sails, never had blisters. $12,500. (415) 665-1472.

OLSON 30, 1982. Ballenger spars, dbl spreaders, rod rigging, 5 sails, xlnt cond. $12,500, owner finance. (415) 468-4423.

ERICSON 29-FT, 1970. Excellent cond. Atomic 4, VHF, stereo, new bottom paint. Must sell. $14,000 b/o. Call (209) 529-5508.

WILDERNESS 30 CUSTOM. 1982 Hullworks built, double spreader rig by Ballenger, Yanmar diesel, VHF, KM, depthmeter. Beautifully trimmed in teak with custom Brunzeel interior. Deeper, heavier keel. Great Bay boat. $15,995 b/o. 408) 338-6260.

NEWPORT 30, 1982. Phase 2, excellent condition, wheel steering, full race, spinnaker, dodger, universal diesel, low hours. Willing to sacrifice at $30,000. Moving to power. Pamela Reiss, (415) 362-9901 x28 (bus), (415) 331-6322 (res).

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KNARR 30-FT, 1984. FG, epoxy barrier coat, teak deck, 5 hp o/b, full equip., SF Marina Green berth. $25,000. (707) 545-3215 (day/eve).

CAPE DORY 30-FT, 1983. Moored Sausalito Yacht Harbor. $49,500. Call (415) 331-8780.

MASTHEAD, 1986, J-29. Custom Yacht Riggers spar, custom deck layout, Harken adjustable genoa leads, Harken traveller, oversize barient winches, everything led aft, underdeck foreguy and tweakers, easy kickvang, ICOM VHF, Micrologic Loran, faired keel and rudder, epoxy barrier coat, ACP50 Gray bottom April '92, 9.9 hp Johnson o/b, Signet windspeed/windpoint, Signet KM/depth/log, built-in lightweight head, Bosun chair, anchor, full boat cover. 10 sails: #1 150% Kevlar/mylar, Hvy #1 140% Mylar, #2 130% Kevlar/mylar, #3 110% Kevlar/mylar, 130% windseeker, 3/4 oz. Triradial, hvy. Kevlar chute, 1.5 oz. cruising spinnaker, storm jib, main full batten, Dacron. Asking $34,900, open to offers. Call Frank (206) 783-2400 (wk) or (206) 363-5601 (hm).

NEWPORT 30, 1971. Well equipped older boat in excellent condition. Atomic 4, spinnaker, storm sail, autohelm. Enjoy the ocean, Bay, or Delta. Berthed in San Rafael. $10,900. (408) 439-0692, x 2628.

CATALINA 30 STD RIG SLOOP, '82 model, aux. diesel power, wheel, WS/WP, speedo, depth, stereo, VHF, head w/shower, h/c pressure water, alcohol oven & 2-burner stove, dble SS sink. A clean boat, well maintained, recently hauled & painted. Epoxy barrier coated, never a blister. $27,900. (707) 545-9011 (days), (707) 523-4121 (eves).

31-FT PROFESSIONAL BUILT 1977 fiberglass sloop. Hull is worth the price. Sleeps 6. Wood interior, Yanmar diesel rebuilt 1/91. Epoxy bottom, Loran, VHF, wind & depth instrumentation, 3 compasses, propane stove, anchor, porta-potti, full sails. $9,995. (707) 584-0311.

OLSON 30S, 1988. Race in comfort. Excellent condition. Self-tailing primaries. Hydraulic backstay, solid vang, Lewmar winches, clutches, hatches. Harken blocks, roller furling. Pressure hot water. $47,900. Voice mail - Roger (713) 798-4498.

CATALINA 30, 1985. Roller furling jib, spinnaker, self-tailing winches, lines lead aft, new rigging, diesel, Loran, fully instrumented, AM/FM cassette, upgraded interior, h/c water, shower, marine head, holding tank, boat cover, no blisters. Sharp boat. $34,995 b/o. (408) 996-1685.

ISLANDER 30, 1984. Excellent condition roller furling jib, cruising chute, Yanmar diesel, extensive teak interior, many accessories. Sausalito berth. $32,500. Call (510) 820-6569 (eves).

32 TO 39 FEET

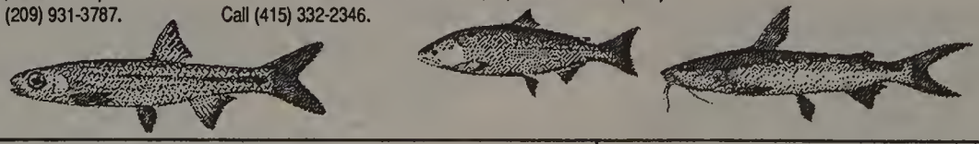
TAYANA 37. Terrific liveaboard cruiser, looking for an opportunity to cruise. I am loaded with equipment, professionally maintained, need TLC on my brightwork. My diesel engine just had a major overhaul. I have a new dodger, and am ready to go. Price reduce for quick sale. $67,000. Call Cindy (415) 578-9244.

ISLANDER FREEPORT 36, Perkins 50 hp diesel, roller furling genoa, CNG, head-forward style B, dodger, radar, Loran, autopilot, windlass w/all-chain rode. Excellent cruiser/liveaboard. Reduced to $69,500. (408) 655-1479 Monterey.

1975 WESTSAIL 32. Factory finish, documented, major rebuild/refit of all systems in 1990. Just finished 9,000 mi. 2 1/2 yr. cruise. Loaded with cruising gear & ready to go again. Large freezer/refer, 110/engine, 2 autopilots, windvane, watermaker inverter, SatNav, survival craft, full canvas (new), new interior, SSB/HAM, 700 hrs on rebuilt Perkins 4-108, storm sails, 4 anchors, too many extras to list & numerous spares & everything works. Possible short term financing. $59,500. (206) 246-3983.

INGRID 38-FT. Heavy weather cruising ketch. William Atkin adaptation of the famous Colin Archer "Redningskorte" boats. Twice to Hawaii, once to South Pacific. Two pages of equipment. Custom built by Blue Water Boat Co. Hull #1. $62,500. (503) 288-8381. Bill Babeckos.

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1981 52-FT STERNWHEELER RIVERBOAT, spacious classic, 3 staterooms/pilothouse full bath/galley. 45 hrs diesel. Sausalito liveaboard view berth, charter potential. $79,000. (415) 331-7576.

30-FT MONTEREY BOAT with classy lines & traditional look. Comm. sal. permit & gear. Solid refastened hull. Loran, VHF, AP, color machine & diesel eng. Forced sale. $6,900. (707) 874-3750.

29-FT FISCHERCRAFT houseboat, 1979. Sale or trade (for a sailboat). Equipped, ready to sail. Anchors, fenders, safety gear, S/S BBQ, VHF, radio/cassette. Volvo 200 hp I/O, icemaker, cabin heater, new batteries w/marine charger, 8-ft fiberglass dinghy w/electric motor, LectraSan waste treatment system. Great Delta boat. Terry (408) 267-2671.

34-FT GEO KNEASS, 1940. Classic power boat, twin screw, member C.Y.A. $12,500. Needs some work. (510) 533-0600.

GREAT BUY, clean, sound, economical, 1972, 38-ft double ended Ferro cement trawler. Very strong and well built, lots of new wood trim, 2-71 Jimmy diesel. $11,500. (916) 775-9242. Ask for Bill or Carol or leave message.

PARTNERSHIPS

GRAND BANKS 32 partner wanted. Classic 1973 wood trawler yacht. Well maintained, well equipped with radar, Loran, VHF, video sounder, 2 fathometers, inflatable w/Sealull motor, A/P, LectraSan, new interior, many new components. Beautiful boat! (415) 332-3934.

PARTNER WANTED. Share 1/2 berth & maintenance, Clark 26', classic, wood sloop, Atomic 4 i/b, teak decks, 2 berths. Prime downtown Sausalito slip. Great deal for right sailor. Bob (415) 721-7432.

ERICSON 30. Sausalito berth, roller furling, jib, Loran. Female owner wants partner. $150-175 a month. Experienced sailors only. Call Lynda. (415) 355-0263, (415) 563-0254.

MORGAN 38 PARTNERSHIP. One week per month available. San Francisco Pier 39 location. Sloop rig with diesel auxiliary. Excellent condition. Fully equipped for bay or ocean cruising. Experienced sailors. $300/month includes all maintenance. Security deposit required. (415) 328-2408.



LEASE 36-FT ISLANDER, 1979 elegant sloop for sailing/entertaining. Mahogany Interior, blue velour cushions, teak/holly sole. Dodger/lee clothes, roller furling jib, self-tailing winches, wheel steering, autohelm 3000 autopilot, wind direction/windspeed, DS, KM. 27 hp Westerbeke diesel, 2 pairs 12-volt batteries, VHF, AM/FM cassette, color TV/VCR, mahogany cabinets, cane-webbed fronts in salon, dc refrigerator, hot/cold pressure, shower, LectraSan sanitation (Coast Guard approved). Bow/stern anchors, clean bottom, new standing rigging. Upwind berth, Emery Cove Marina, Emeryville. $300 for 7 days/month. (415) 753-3607.

1983 ERICSON 35+ Lease at $300/mo, for 1/3 use, or partnership. Well maintained. Lots of equip - furler, fridge, dodger, raft, dinghy. Fast, excellent for Bay sailing. Emeryville berth. (408) 377-7951.

CAL 31 Alameda berth. 5 sails, unlimited use. Only $150/mo covers all. If you are exp. or are willing to learn, call for details and trial sail. Mike or Lorna, (510) 865-5147.

COLUMBIA 26. Female owner seeks male or female equal partner. Emeryville berth. New mast, rigging and upholstery. VHF, stereo, depth, speed. Custom cabinets. Electric and alcohol stove. 3 sails. Battery charger. $3,000 b/o. Call Kay (415) 776-5450.

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CHARTS/CRUISING GUIDES needed from Key West to San Diego via Panama. (510) 449-5070 or (209) 795-4576.

BOAT TRAILER WANTED. Small, galvanized trailer wanted for 10' Montgomery sailboat. Call David, (707) 874-2350.

EDITOR WHO KNOWS SAILING, and artist who doesn't have to, for a series of modestly paid but interesting projects. (510) 874-4797, John.

WANTED TO BUY Laser in good condition, trailer preferred. (415) 332-2134.

WANTED: KEEL STEPPED MAST in good condition, 55 to 66 ft. Also need CQR 45 or Bruce 44, spare parts for Volvo MD21A, new holding tanks, new head. Please call after 5:00 p.m. and leave message for Fred. (510) 785-8060.

MARINE SSB RADIO in good condition. Prefer ICOM M-700, but will consider M-600 or M-800, with or without tuner. (510) 549-3394 eves or lv msg.

SHORT TERM LIVEABOARD WANTED. Take a break from you boat expenses. Responsible 32-year-old male wants to test liveaboard lifestyle on your 45' + sailboat in SF/Sausalito. Can supply references, deposit. You name the time frame, conditions. Call Chris (415) 896-1504.

WANTED TO RENT w/option 40' to 50' motorsailer. Must be clean, fiberglass. Secure w/real estate, references, self employed. To be berthed in Bay Area. (510) 893-3714.

LIVEABOARD SAILBOAT, 40 foot or greater. Cash deposit available immediately, flexible terms necessary. Ron Richardson, 2209 Otis Dr, Apt. S, Alameda, CA 94501. (510) 814-8788 (eves/wknds).

35 TO 45-FT liveaboard yacht. Will rent, lease, or buy your cruisable sloop. Prefer situation with immediate liveaboard possibility but will consider any reasonable suggestion. John (510) 548-8645.

CRUISING GEAR WANTED FOR 41-FT KETCH 6 per liferaft, windvane, watermaker, inflatable, o/b motor, sunshades, SS halyard winches, 3/8 anchor chain, anchor, rode, foul weather gear, Sospenders, hydraulic autopilot, 406 EPIRB, misc/whatever. Call Jim (415) 348-6940.

USED DECK GEAR WANTED. Buyer rep for 5 NZ home yacht builder seeking quality used deck gear & creature comforts for 35+ ft boats. Sails, winches, blocks, rails, inst. safety gear, etc. Send info to: 6324 Woodcreek Dr., Citrus Heights 95621 or contact buyer (Gary) in late Aug, (916) 729-4355.

LARGE CQR or Bruce anchor, 150 pounds plus. (805) 985-8451.

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REAL ESTATE, single-family low leverage, high positive income, Sacramento, trade for 34-45 glass or steel sloop or cutter sail. Price range up to $80,000. Call Bill Crosby (916) 635-7447 (lv msg).

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SAN JUAN 24, race equipped, in good condition, with tandem axle trailer, trade for Balboa 26 or Catalina 25 with swing keel. (707) 263-9364.

KETCH MOTORSAILER. Steel 70-ft build by Van Dau in Holland 1971, 6 staterooms, 4 head and showers, full electronics, ready to go. Value $400,000, for property. (415) 453-5913.

CAL 24, I'm too tall for my boat. Epoxy bottom Apr. '92, new center board boat in great shape. Call for details. Do you have a project type boat with head room & want to sail now rather than work on it? Call (707) 257-8106.

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LIFERAFT: AVON 6-MAN single bottom canister with cover and survival kit, last service 9/87. Asking $1,300. Also EPIRB #ACR/RLB-21. $175 firm. (415) 332-1020.

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SPINNAKER 3/4 OZ. Great shape. Seldom used on a 40' ketch. $400. John, (510) 215-0293.

NEW YANMAR DIESEL ENGINE 4 HP air cooled with stainless steel frame mounted belt driven Lestek 140 amp alternator and refrigeration compressor. System installed but not used. Unsuitable for my boat due to space limitations and weight (160 lbs). $2,600. (408) 724-8188.

WIND PILOT (German mfgr.) with stainless steel wheel adapter drum. Asking $1,500. Call (415) 453-8326.

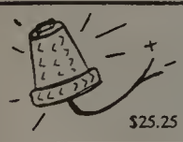
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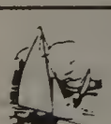


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WANTED, FEMALE PREFERRED. Continuing Pacific cruise on a 29' boat in Line Islands. Me: 39, fit, healthy, happy, no financial problems. You: 20-45, happy, fit, healthy, not financially dependant. We'll meet August, continue trip Sept. Leave message at (510) 644-9412.

WIDOWED WF, 57 seeks healthy non-smoking gentleman with well-founded sailboat for world cruising, So. America, or So. Pacific. Fun loving, healthy, average looks, hardworking, educated, experienced sailor, navigator, HAM/SCUBA licensed windsurfer. (616) 533-8654, M. Richards, RR2 Box 233, Bellaire, MI 49615.

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ARE YOU A LADY READY for an adventure? SWM skipper 40's interested in meeting attr. intelligent single female 30-40's to share wonders of sailing. I'm ready to cruise South this fall. Let's meet now to sail & see if we're compatible, then let's keep going as long as it's fun. A whole world's out there waiting to be explored. Enthusiasm and attitude more important than experience. 33' Pearson sloop, we're equipped. Write to: Dave, 1329 Oxford St., Redwood City, CA 94061. (415) 366-5436.

SWM SKIPPER, 55 with 20,000 miles exp., seeking SWF for adventure & romance sailing my well equipped 38' sailboat from Rome to Greece, Turkey 5-1-93 to 11-1-93. Some sailing exp. preferred but enthusiasm most important. Call Gary (510) 706-0606 (M-F, 7am-5pm).

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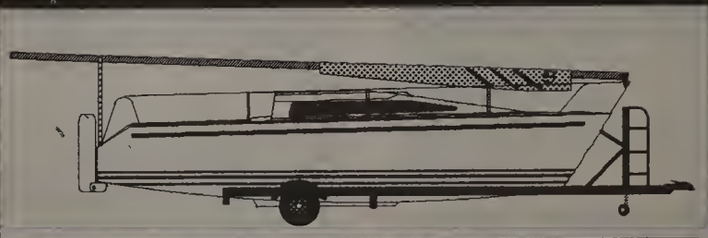
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20' Ranger
20' Santana (2)
21' Victory (2)
21' Freedom
22' J/22
22' Catalina (6)
22' Chrysler
23' Ericson
23' O'Day
23' Santana
24' Venture
24' Neptune (2)
24' Windrose
25' Bristol
25' Catalina (2)
25' MacGregor
26' Balboa
27' Balboa (2)
30' Olson

WITHOUT TRAILERS
14' Sunfish (2)
22' O'Day
22' Pearson Ensign
25' Dufour
25' Lancer
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26' C&C
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Adventure Cat Inc 144
Airskins 14
Alameda Yacht Brokers 185
All West Marine Safety 132
Allstate-Clayton 10
Alpha Marine Systems 170
Altamarine Electronics 117
American Battery 116
American International Ind. Tool ... 63
American Sails 128
Arena Yachts 55
Argonaut Yacht Brokers 185
BC Navigation 56
Boiliwick Sails and Canvas 116
Ballena Bay Yacht Brokers 184
Ballena Isle Marina 191
Ballenger Spars 106
Bay Bridge Yachts 184
Bay Riggers 36
Bay Ship & Yacht 59
Bellhaven Charters 145
Benicia Marina 157
Berkeley Marina 57
Boater's Directory 31
Boater's Friend 61
Bosun's Charters 144
Bottom Liner 45
Boy Scouts – Old Baldy Council . 188
Boy Scouts – San Francisco 137
Boy Scouts – Stanford 183
British Marine 60
Brisbane Marina 12
Bruna's Island Resort 128
California Custom Canvas 67
Cal-Marine Electronics 48
Calif. Maritime Academy 157
Capitola Bay 142
Caughey & Associates, Brokers .. 185
Chula Vista Marina 171
City Yachts 20
Club de Yates Palmira 144
Club Nautique 38
Conch Charters 142
Cruiser's Supply 47
Cruising World Pacific 6,7
D'Anna Yacht Center 189
D.B. Follensbee 32
Desolation Sound Charter 145
Detco 52
DeWitt Studio 107
D.F. Crane 114
Diesel Fuel Filtering 132
Downwind Design 156
Eagle Yacht Sales 25
Eastern Shore Yacht Charters 142
Edgewater Yacht Sales 189
Edinger 10
Emery Cove Marina 22
Emeryville City Marina 51
Essex Credit 53
Fair Tide Technologies 114
Farallane Electronics 116
Farallone Yachts Sales 25
First New England 41
Foley Inc. 67
Fortman Marina 14
Fraser Yachts - Sausalito 186
Ganis 57
Gianola & Sons 155
Golden State Diesel 156
Gorman, Bill, Yacht Sales 11
Grand Marina 2
H & S Yacht Sales 187
Hackworth Insurance 45
Harbar Boat Repair 22
Harken 46
Haynes Sails 157
Helmut's Marine Service 13
Helms Yacht Sales 26,27
Hewett Marine 100
Hogin Sails 58
Hood Sailmakers 34
Integre 187
Island Cruising 145
J-Boats West 24
Johnson-Hicks 51
Kappas Marina 35
Kensington Yacht 15
Lager Yachts 188
Larsen Sails 43
Leading Edge Sails 45
Lee Sails 156
List Marine 157
Long & Assoc. 67
Mac Donald Yachts 190
Marin County Boatworks 63
Marin Yacht Sales 184
Marina Village 66
Marine Canvas Shop 67
Mariner Boat Yard 26
Mariner Products 156
Mariner Sq Yachting Cntr 24-29
Marion, Sails by 21
Maritime Electronics 39
Martinez Marine 61
McGinnis Insurance 63
Metal Design 101
Metal Magic 49
Micronautics 116
Modern Sailing Academy 54
Monterey Bay Fiberglass 107
Moore & Assoc., Ken 71
N.C.M.A. 19
Nelson's Marine 192
Nor Cal Yachts 28,29
Nor Pac Yachts 183
North Beach Canvas 157
North Sails 8
Northern California Fall Boat Show 19
O'Neills Yacht Center 35
Oceanic Yacht Sales 183
Olympic Circle Sailing Club 64
Oyster Cove Marina 155
Oyster Point Marina 31
Pacific Coast Canvas 51
Pacific Marine Exchange 10
Pacific Quest Charters 145
Pacific Yacht Imports 57
Pacific Yachting Unlimited 136
Passage Yachts 4,5
Pelafoam 128
Penmar Marine Co. 144
Peninsula Canvas 145
Penninsula Marine Services 41
Petaluma Marina 67
Pettit-Morry 12
Pier 39 Marina 65
Pineapple Sails 3
Port Sonoma-Marin 72
Posey Yacht Design 117
Prelube 6 49
Premier Yacht Sales 190
Proper-Tighe 55
Prudential Insurance 35
Pryde, Neil Sails 22
Questus 106
Railmakers SF Bay 55
Repo Hotline 188
Richmond Boat Works 50
Richmond Marina Bay 49
Richmond Yacht Service 100
S.F. Boat Works 41
Sail Exchange 136
Sail Fiji 142
Sailing Connection, The 35
Sailworks 171
SAMS 128
San Leandro Marina 129
Sanford-Wood 30
Sausalito Bay Gear 20
Scandanavian Marine 37
Scanmar Marine Products 67
Scan Marine Equipment 137
Schoonmaker Point Marina 18
Sea Mist Skippers 142
Seapower 171
Showboats 71
Sika Corp. 107
Sobstad 133
Solar Electric 116
Sauth Beach Harbor 17
Sparky Marine Electrics 21
Spatial Systems 116
Spinnaker Shop, The 61
Sporting Lives 100
Spurs 22
SR Instruments 101
Starboard 115
Stanford University 31
Starbuck Marine Canvas 60
Stockdale Marine & Navigation Center 182
Stone Boat Yard 68
Sun Yacht Charters 143
Superior Marine Canvas 21
Superior Yacht Sales 186
Sutter Sails 12
Svendsen's Boat Works 33
Swedish Marine 47
Tahoe Yacht Club 16
Tasker, Rally Sailmakers 47
Tedrick-Higbee 21
Tradewind Sailing Center 40,42,44
Trask Yachts, Don 24
Tropical Island Yacht Mgt 142
Vallejo Marina 101
Vessel Assist 156
Voyager Marine 62
West Marine 69,71,73
Western Boat Listings 21
Westwind Precision Details 21
Whole Earth Access 73
Winterland Productions 16
World Yachts 189
Yacht Connection 187
Yachtfinders/Windseakers 187
Yacht 'Catalina' 184
Yacht 'Destiny' 185
Yacht 'Fast Company' 186
Z-Spar 137

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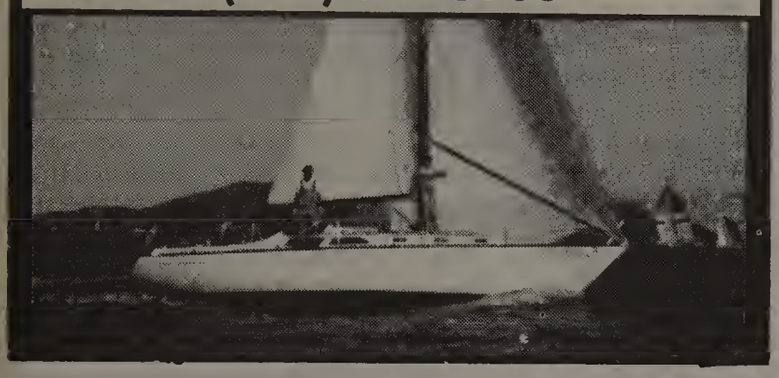
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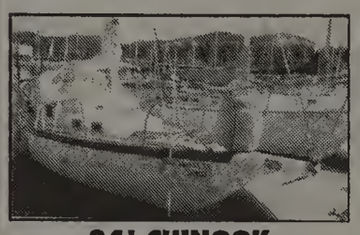
31' HUNTER

1983. Wheel steering, diesel w/low hrs, self-tailing winches, well maintained. ***$33,500.***



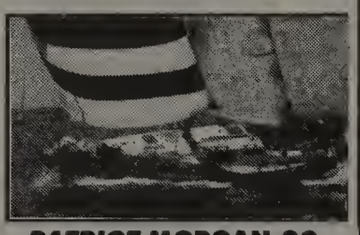
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Diesel, full keel ocean cruiser. Great looking double-ender. ***$14,500.***



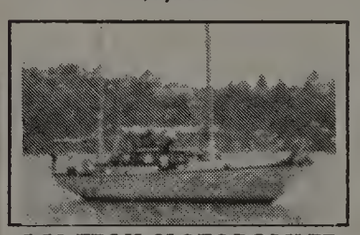
34' CHINOOK

Fiberglass, auxiliary, centerboard sloop. Lots of boat for the money. ***$7,500.***



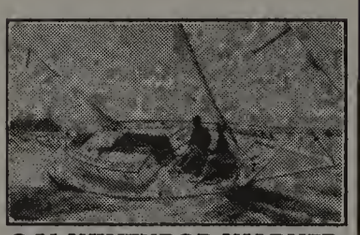
***PATRIOT* MORGAN 30**

Racer/cruiser, huge interior. ***$19,450 - Bring Offers.***



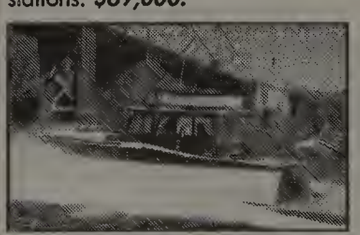
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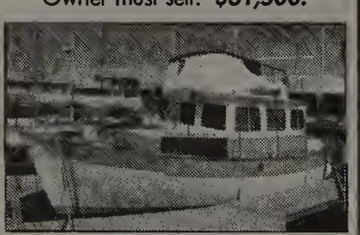
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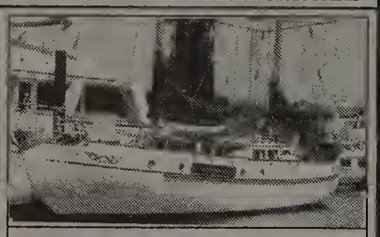
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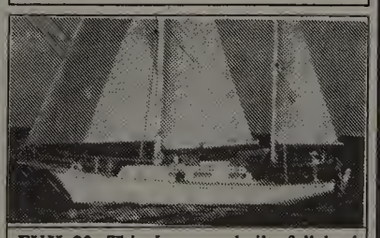


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41' CT PILOTHOUSE KETCH 1975

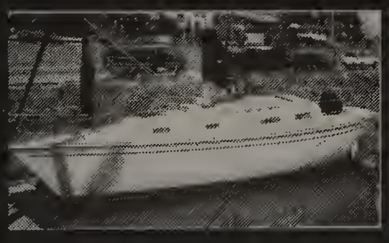
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38' DOWNEAST
1979

Just back from South Pacific and ready to go again. Clean.
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34' PEARSON

1984 diesel sloop. Wheel, sleeps six, new dodger, new epoxy bottom, very clean. *Asking $68,000.*

32' WESTSAIL, 1979

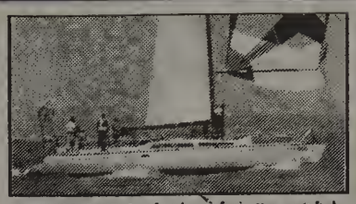
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Asking $59,500.



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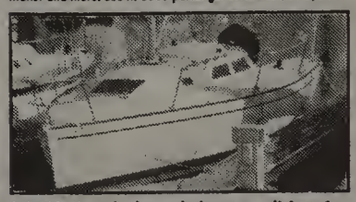
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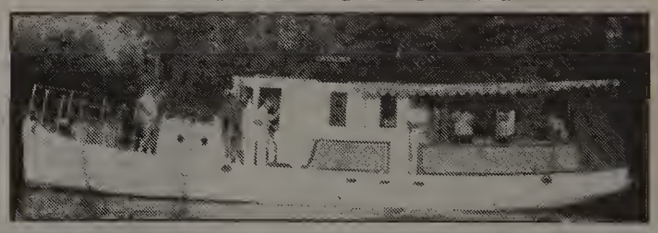
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The St. Francis Yacht Club Foundation has acquired the 48' *Catalina*. She was built by Cryer in 1907. Over $100,000 has been spent restoring her. Power is a 671 Detroit with only 50 hours since a rebuild. With her large fantail stern she is an ideal Delta boat.

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27' CAL Sloop, '75	(repo) Offers	40' HUNTER Sloop, '86	$ 85,000
29' ERICSON Sloop, SG	$ 15,900	41' MORGAN Sloop, '74/'79 from	$ 42,500
30' CATALINA Sloop, '76/'78 from	$ 22,500	45' COLUMBIA Sloop, '76	$ 59,500

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FEATURING:

3 staterooms plus pilot berth, fully equipped galley with microwave and deep reefer.
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ENDEAVOUR 37', 1978
Excellent condition. Perkins diesel – rebuilt in 1989. New rigging both standing and running. Harken roller furling, dodger, new refrigeration, electronics, LPG stove & oven. This boat is in like-new condition.
Asking price **$69,500.**
Possible owner carry.



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MacGREGOR 25, 1985. With 4.5 hp Evinrude, depthsounder, VHF, exc. cond. ***$4,250/owner finance.***

ISLANDER 21, 1967. Clean, good condition. ***$1,950/owner finance.***

RHODES 19. $600.

THUNDERBIRD 26, 1989. Needs TLC. ***$950.***

HUNTER 36, 1980. Diesel, CNG, Barients. ***$33,950.*** Argonaut Yacht Sales.

CATALINA 27, 1976. Diesel w/inflatable. ***$9,900.*** Argonaut Yacht Sales.

ERICSON 27, 1978. Diesel, pedestal steering, 3 sails, fireplace. ***$16,500.*** Argonaut Yacht Sales.

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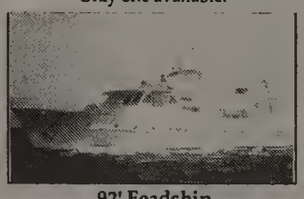
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Pilothouse Schooner, 1974
by Cunningham (US).
75'x56'x16.5'x7.5', 3304 cat, large accommodations. Our harbor.



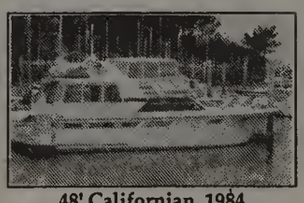
44' Peterson
In beautiful condition. Sailaway. Only one available.



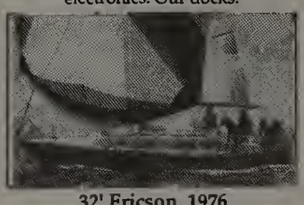
92' Feadship
Stabilized, twin cats, 5 staterooms, new electronics, watermaker, helipad. Caughey central.



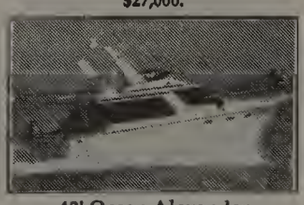
28' Newport, 1978
Diesel. Sacrifice. $10,500/offer.



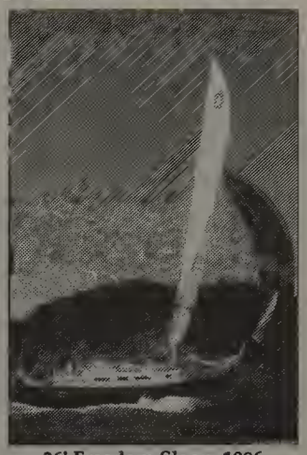
48' Californian, 1984
3 stateroom, cats, A/C, loaded with electronics. Our docks.



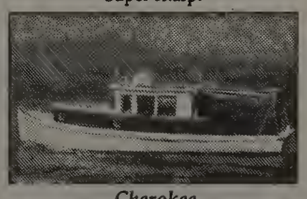
32' Ericson, 1976
Diesel, wheel steering.
$27,000.



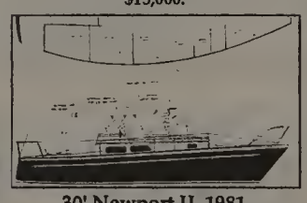
42' Ocean Alexander
375 cats. Total custom.
Our docks to see.



36' Freedom Sloop, 1986
By Mull. PHRF. Double & V berth.
Super sharp.



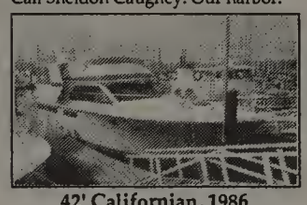
Cherokee
28' pilot launch by Hall Bros. Westerbeke diesel. Classic.
$15,000.



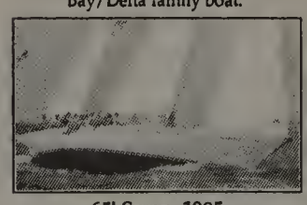
30' Newport II, 1981
Universal diesel, race & spin gear, really sharp & clean.



52' Irwin Ketch, 1984. Cntr cockpit, 3 staterooms, generator, radar, Bristol. Call Sheldon Caughey. Our harbor.



42' Californian, 1986
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65' Swan, 1985
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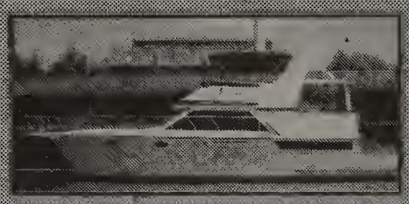


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50' OCEAN ALEXANDER, 1980. Twin Cummins 270hp T-555. Shows exceptional yacht management. Beautiful interior. One owner. A must see.





PASSPORT 51 ketch, 1983. 3 staterooms w/aft master cabin, two heads. Total accommodations for 10. Fully equipped. Best priced Passport 51 on the market at **$259,000.**

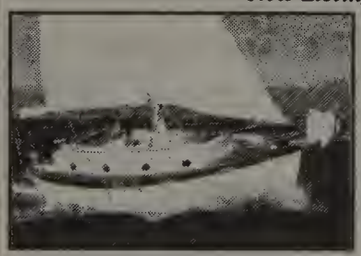
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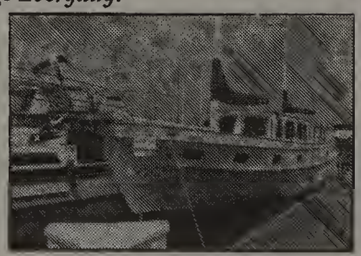
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30' Rawson, garden designed fiberglass classic sloop ..... Try $ 13,000
30' Hunter, diesel, dodger, micro, much more, clean ..... Eager seller, Call
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33' Hunter Sloop, in charter service, income producer ..... Asking $ 30,500
36' CS, diesel, sloop, beautiful, roomy, extra clean ..... Asking $ 74,500
42' Swan, immaculate, eager seller, Call $235,000
42' First Beneteau, yacht condition, equipped ..... Call
42' Hinkley Sou'Wester, yacht of yachts, several available ..... Call
44' Swan, performance, quality, style ..... Asking $116,500
50' Hinkley Sou'Wester, legendary quality, Call ..... Asking $315,000
59' Hinkley Sou'Wester, must see, fabulous opportunity ..... Asking $ 525,000

And Many More...

FOR SALE ~ "FAST COMPANY"

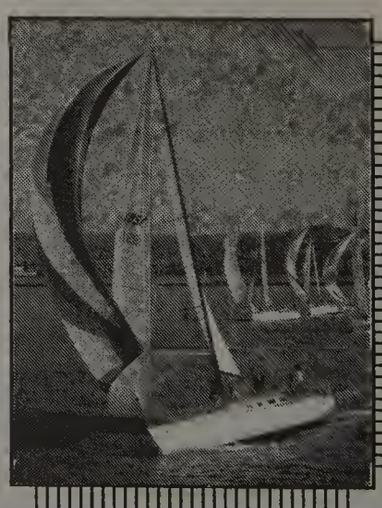
45' Ultralight Cruiser/Racer (13,700 lbs.)
Custom built, fiberglass sandwich construction.
Designed by Chuck Burns 1982, built 1983.

Westerbeke 2 cyl fresh water cooled 20hp diesel, 55 gal tanks.
B&G speed, depth and wind. Micrologic Loran.
3 spinnakers, blooper, 4 jibs, main & Daisy staysail,
9 Lewmar winches.
Head w/holding tank. Refrigerator, 2-burner stove w/oven.
All running gear included. Needs minor cosmetic work.

Located in Alameda,
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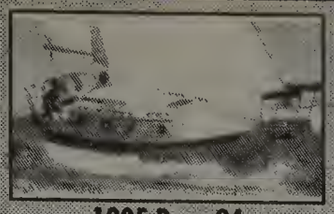
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Home:
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$75,000





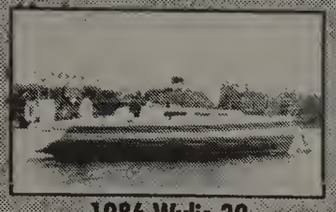
1977 Vagabond 47
8kw gen, AP, Loran, radar, davits, B&G, rf, windlass, Avon. $129,500



1985 Dana 24
"Like new." 4 bags, dinghy, Loran. A beauty. $48,000.



1986Flicka 20
With trailer, dodger, AP. Super clean. Try $36,500.



1986 Wylie 39
Built by "Westerly". Super interior, very little use. Must see. Try $99,500.

~ Selected Sail ~

'82	Ericson33	38,500	'87	Catalina 36	3 from 55,000
'69	Mariner 40	29,500	'73	Islander 36	35,500
'77	Santana 30	17,500	'71	Cal 43	82,500
'90	Davidson 44	310,000	'76	Downeast 38	Try 54,000
'83	Ericson 35	58,500	'78	Cal 39 "10"	69,500
'68	Cal 34, one owner	18,500	'86	C&C 41	3 from 95,000
'78	Perry 47	128,500	'75	Nicholson 32	35,500
'82	O'Day 34	37,500	'66	Cal 48	Try 95,000

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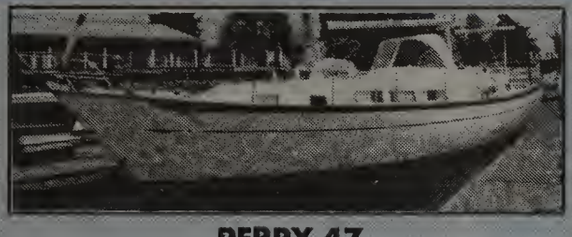
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20' CUSTOM FLICKA, with trailer	$ 22,000
25' CHEOY LEE "FRISCO FLYER", Bristol!	$ 19,900
29' OLSON ULTRALIGHT, with dodger	$ 28,500
30' FRIENDSHIP SLOOP	$ 19,500
33' HANS CHRISTIAN CTTR	Just Redced to $ 99,500
33' TARTAN, 1980, fractional rig	$ 45,990
34' ISLANDER, 1985, must see!	$ 49,000
35' MARINER KETCH, wood hull	$ 29,000
37' RANGER, one ton	$ 39,000
38' CHEOY LEE, cruise ready!	$ 79,000
41' FRERS, IMS racer	$159,000
41' MORGAN OI, great liveaboard!	$ 79,000
42' GOLDEN WAVE, teak decks	$125,000
43' OCEANIC PILOTHOUSE CUTTER	$129,000
43' SPINDRIFT PILOTHOUSE CUTTER	$139,500
44' GALLART MOTORSAILER, built in Spain	$215,000
46' FORMOSA CUTTER	2 from $ 79,000
72' RHODES, steel hull motorsailer	$445,000

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Customized Perry 47 ketch. Comfortable cruising with 8 kw genset, air, full electronics, 155 hp Volvo diesel aux., watermaker, refrigerator/freezer, full furling sails. It's unbelievable -- this boat has it all!
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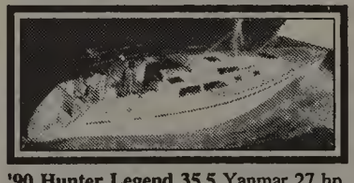
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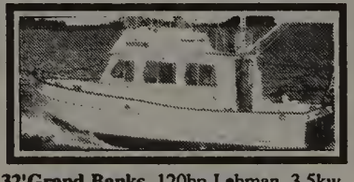
'90 Hunter Legend 35.5 Yanmar 27 hp, master stateroom aft, refrig, knot/lob, auto-pilot, VHF, depth, furling, much more! Recent bottom paint and survey. $72,500.

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44' Hylas '89/'90, loaded, pristine	225,000
42' Hunter Passage '91	157,000
40' Hunter '85, clean	84,900
40' Far East ketch, X-clean	64,500
37' Hunter '87	72,500
35' Hunter Legend '87	62,500
34' Hunter	3 from 36,900
32' Ericson '87, X-clean, loaded	54,900

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50' Grand Banks, 4 strm, pristine	229,000
49' Grand Banks MY loaded/pristine	495,000
42' Grand Banks	2 from 145,000
42' Californian T-diesel	79,900
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34' Californian T-diesel, clean	71,900
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32'Grand Banks. 120hp Lehman, 3.5kw Onan, radar, AP, Loran, 2 VHFs, depth, knot, windspeed, windlass, new canvas & engine parts, maintained in GB condition. $69,888.



34' Silverton Conv. '91 model trade-in. T454 Crusaders, 4kw gen set, knot, depth, Loran, VHF, fish finder, windlass, Bimini w/enclosure, like new, low hours. Trades OK.

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34' Sea Ray Sundancer, '89, clean	89,900
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53' SWAN, 1990
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38' SWAN, 1978
Radar, pilot, full sail inst. 14 sails. Beautifully maintained. Race/cruise.



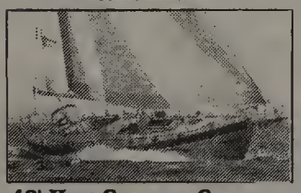
57' SWAN, 1979
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44' LAGER, 1990
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60' LADD DESIGN
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44' SWAN 441, 1979
Very light use, rigged for short handed sailing, beautiful.



58' ALDEN BOOTHBAY KTCH, 1975
First class yacht for comfortable cruising anywhere. Pilothouse. Reduced!



63' MASON, 1985
Beautiful custom ketch. 4 staterooms, complete elects. Absolutely mint condition.



38' CATALINA, 1980
Many custom features, updated electronics. Nicest available!



51' BALTIC, 1981
Complete racing & cruising inventory. 4 S/Rs, full electronics.



36' ISLANDER, 1975
Original owner, equipped for cruising, great Bay Area boat.



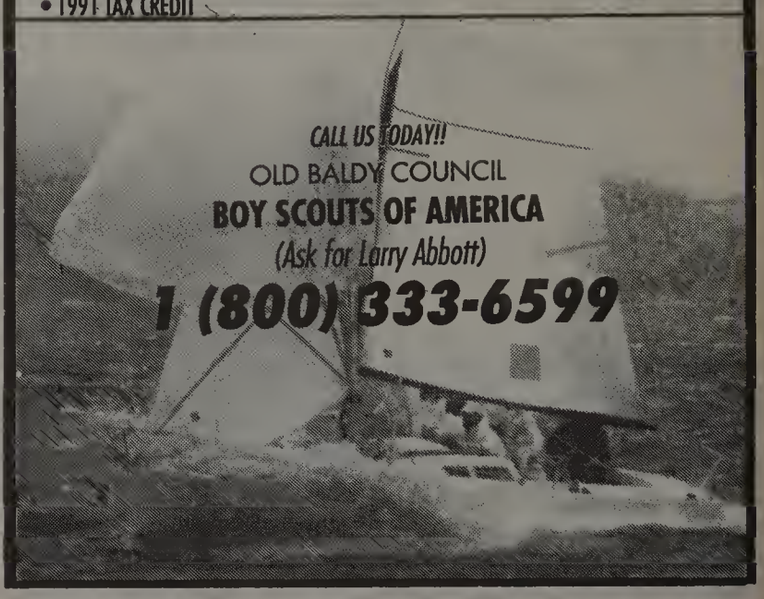
SWAN 411, 1978
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21'	CHRIS CRAFT	88	CLEAN, DINETTE, MARINER OB	8,000	4,500
26'	CHRIS CRAFT	88	STINGER W/260T MERCURY ENGINES	37,000	16,000
28'	WELLCRAFT	'86	TWIN MERCS, 206HP, CLEAN	32,000	24,000
30'	SEA RAY	85	T MERCURY 260HP, CLEAN	36,000	28,000
			SAILBOATS		
30	ERICSON	85	VERY CLEAN, INBOARD	29,000	24,000
42'	BRANDRIFF	82	CUSTOM BUILT WOOD/FG, WESTERBEKE	52,000	35,000
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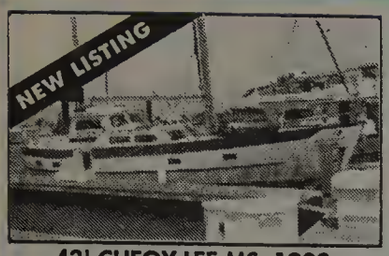
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Type: (Fish/ Cruise/ Race etc.) _____

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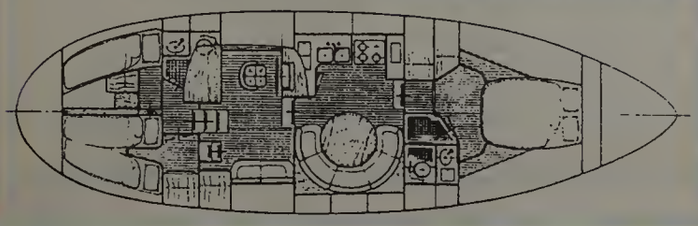
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43' CHEOY LEE MS, 1983.
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32' Valiant, gorgeous	$44,000
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34' Catalina	from $48,000
36' Islander, new rig, + paint	$48,000
41' Coronado, a/c, lvbrd	$49,900
46' Garden Ketch	$149,000
46' Cal, a/c, cruiser	$125,000
50' Santa Cruz, loaded	$185,000



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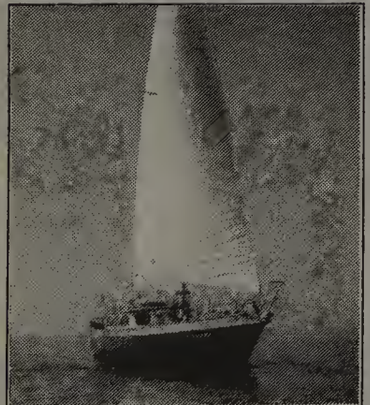
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37' CUSTOM P.H. CRUISER, 1985
Xanadu is right here. Meticulous attention to detail by professional seaman owner. A must see for the serious cruiser.
$137,500.

*52'	CHRISTINA	CALL
48'	AMEL MARAMU, '85	$215,000
47'	RHODES MOTORSAILER, '76	$119,000
46'	MARINE TRADER M/S, '81	$150,000
44'	MASON	$230,000
44'	GULFSTAR, '82	$135,000
43'	COLUMBIA, '71	$ 75,000
42'	CASCADE, Special Deal!	$ 67,000
42'	HUNTER, '90	$185,000
41'	KINGS LEGEND, '81	$ 77,500
40'	CAL, '68	$ 48,000
38'	MORGAN, '79	$ 66,000
38'	GLOBE, '81	$ 90,000
*38'	HANS CHRISTIAN MKII	$109,000
*38T	HANS CHRISTIAN	2 from $ 89,500
37'	RANGER, '74	$ 42,500
37'	CUSTOM PILOTHOUSE Hardcore Cruiser	$137,500
36'	ISLANDER, '73 & '75	2 from $ 36,000
36'	C & C, '81	$ 61,500
35'	C&C LANDFALL	$ 65,000
35'	RAFIKI, '80, classic cruiser	$ 72,000
*33'	HANS CHRISTIAN	CALL
33'	PETERSON, '76, *fun!*	$ 19,500
33'	ROUGHWATER, '76	$ 35,000
30'	BABA, tiller, '83	$ 63,000
30'	YANKEE SPARKMAN & STEPHENS	$ 28,000
30'	CATALINA, '80	$ 25,000
29'	COLUMBIA, '66	$ 9,000
28'	COLUMBIA, '68	$ 7,000
24'	C&C, clean	$ 8,900

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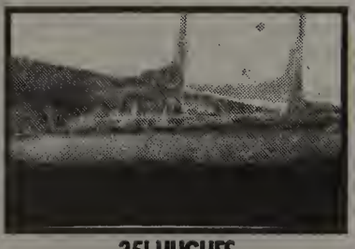
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39' FREYA
TransPac vet., loaded with cruise gear, Volvo diesel aux., ten soils, all in good condition.
Asking $75,000.



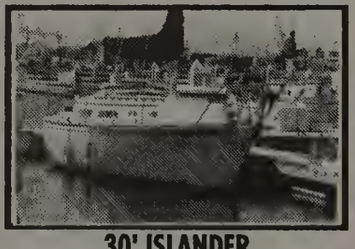
44' NAUTICAT 1980 from Finland. Pilothouse ketch w/Profurl headsail, quality construction, excellent teak work inside and out. Loaded w/gear incl. radar, SatNav & GPS. **Reduced to $140,000.**



35' HUGHES
Canadian built, an excellent offshore performer. Dsl, aux., recent haul and survey, new bottom and hull paint. At our docks. **Now only $37,500.**



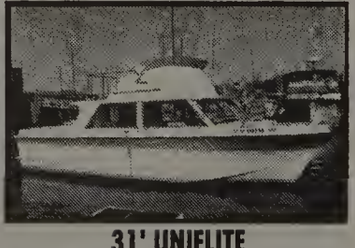
32' ARIES
Full keel, standard layout, Westerbeke aux., ideal for Bay/offshore. In perfect condition. **ASKING $26,000.**



30' ISLANDER
1984 Yanmar aux., roller furling jib, self-tailing winches, accommodates six w/shower.
Asking $32,500.



44' HARDEN KETCH 1979, handlaid glass, teak decks, extensive equip incl AP/radar/3.2 aux/gen/auto/washer/dryer/cust inter. Lvbrd/cruise in comfort. **Owner wants offers-Asking $89,500.**



31' UNIFLITE
Dual steering stations, twin fresh mains, new bottom job & props, refurnished interior, S.F. Marina berth. **Try $20,000.**

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51'	PASSPORT	$299,000
47'	GULFSTAR	$155,000
45'	JEANNEAU, OPEN TO TRADES, BOAT/REAL ESTATE	$175,000
44'	NAUTICAT, 1980 FROM FINLAND, PILOTHOUSE KETCH	$150,000
44'	HARDEN KETCH. PRICE REDUCED. AT OUR DOCKS	OFFERS/$ 98,500
38'	PACIFIC	REDUCED TO $ 79,500
37'	HUNTER	$ 39,000
36'	CHEOY LEE	$ 35,000
35'	HUGHES	REDUCED TO $ 39,500
34'	CAL, NEEDS MAST & RIG	$ 15,000
32'	WESTSAIL	$ 45,000
32'	ERICSON, DIESEL, DODGER/ROLL-FURL, LORAN, LOADED	$ 27,000
30'	STEEL SHARPIE	$ 9,000
27'	ALBIN VEGA	$ 9,500
27'	BRISTOL	$ 6,500
27'	ERICSON	$ 15,900
26'	RANGER	$ 6,000
23'	RANGER WITH TRAILER	ONLY $ 6,200

POWER - PARTIAL LIST

55'	BLUEWATER COASTAL CRUISER 1988	$275,000
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33'	TROJAN SPORT MACHINE	$ 98,000/OFFERS
28'	SKIPJACK 1991	$ 39,500
22'	BOSTON WHALER/OUTRAGE W/TRAILER	$ 28,500

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34' NASSAU '86. Cruising cutter, just back from Caribbean cruise. Very well maintained bluewater cruiser. $65,000. Seller motivated!



34' CATALINA '87. Diesel, furler, great condition. Seller must liquidate. Call.



36' ISLANDER, '77. New full on epoxy bottom, clean, rod rigging, dsl. $49,000.



40' VALIANT PH Loaded. Includes roller furling main and jib. $139,500. Ready to cruise!



40' ISLANDER PETERSON - Completely loaded and cruise ready. Lots of canvas, monitor vane, radar, inverter and on and on. Sail on for $75,000.



2-29 CAL '75. Clean, Bay area one-design diesel, engine, ready to enjoy this summer. $18,750.



37' GULFSTAR. '77. Ready to cruise with everything you need. Too much to list. Asking $62,000.



41' ISLANDER FREEPORT '80 Ketch. Great liveaboard, 73 hp dsl. The seller is motivated and asking on $59,000. Your best buy!



45' KIRIE. '86. Custom sloop with four private cabins. Shoal draft performance cruiser. A must see for the serious offshore sailor. $179,000.



27' CEOY LEE OFFSHORE '69. Beautiful boat, carefully restored with new diesel. Bristol. $14,500

BROKERAGE OFFERINGS

SAIL

*47'	CELERE, Sloop, Yanmar D, New	$275,000
41'	DOWNEAST Motorsailer, '80	$72,500
36'	CS, Sloop, WestB 40, '85	$69,000
*30'	NEWPORT, Sloop, Diesel D, '79	$25,500
*27'	CATALINA, Sloop, '80	$14,000

POWER

*60'	CHRIS C. Flyb.M.Y., '74, T-G.M.12V-71	395,000
*50'	LIEN HWA, Motoryacht, '88, T-420BTA's	259,000
46'	HERSHINE Trawler, '86, T 240 Perk	225,000
*46'	HERSHINE Trawler, '87	229,000
42'	MMC Trawler, '86, T CummingsD	125,000
42'	CARVER Sedan, '87, T-454 G	169,000
*42'	GRAND BANKS Trawler, '73, T-120Fdl	121,500
*38'	BAYLINER, '88, Loaded	125,000
*38'	BAYLINER, '88, T-Heno D	122,000
*38'	BAYLINER Sedan, '87, T-Heno	112,000
*38'	GOLDENGATE Sedan, '85, T-200 Perk D	79,000
*34'	CHB Trawler, '80, S-120 D	55,000
32'	CARVER Mariner, '87, T-Merc 260	79,000
32'	BAYLINER Motoryacht, '87	74,500
*31'	SEA HORSE Trawler, '83, S-Ford 80 D	40,000
30'	CHRISCRAFT, '86, 294 Cabin Cr, T 230 Merc G	42,000
24'	BAYLINER Ciera Sunb., '88, S-260 OMC	21,000

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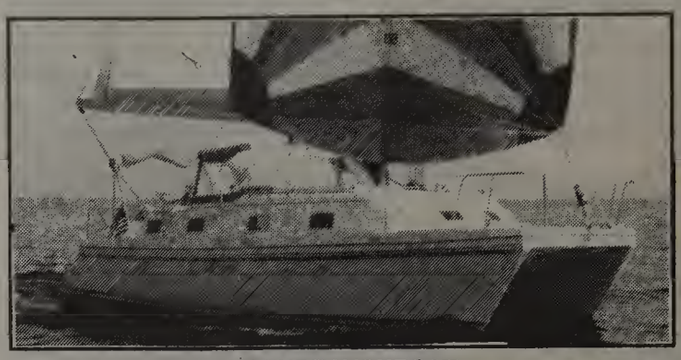
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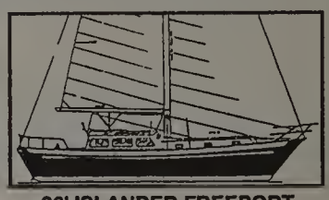
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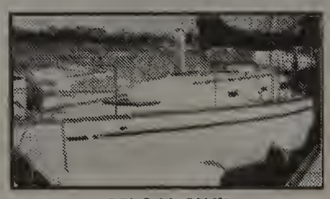
30' ENDEAVOURCAT
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Call for appointment to inspect and sail this special boat!



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3 stateroom world cruiser, genset, radar, AP, motivated seller wants **offers!**



36' ISLANDER FREEPORT
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39' CAL MKII
Lapworth designed performance cruiser loaded with pages of gear. 2 time Mexico vet. Try **$85,000.**



42' TAYANA
C/C bluewater cruiser. Divorce forces sale. Dodger, AP, Inverter, Icom VHF. **$117,000.**

SAIL

30' Catalina	2 from 20,500
32' Allied, Seawind Ketch	SOLD
32' Ericson	2 from 21,950
32' Westsail	2 from 51,500
32' Islander, Full Keel	Offers
33' Cheoy Lee Ketch	47,000
34' Cal 3-34	35,000
34' Columbia	26,000
35' CT Ketch	SOLD
35' Ericson, 1986, loaded	SOLD
35' Piver Trl	29,000
36' Catalina	3 from 46,000
36' Islander Freeport	64,900
40' Hans Christian Christina	194,500
41' Morgan OI	Offers
41' Islander	72,000
42' CT, C/C, Mermaid	114,000
42' Tayana C/C, Back on the Market	117,000
43' Columbia	79,900
49' Transpac	Motivated - Offers
51' Formosa C/C	139,000
54' Hunter	130,000
54' CT	SOLD

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- Restaurant Discounts
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